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Scale AVIATION Modeller International

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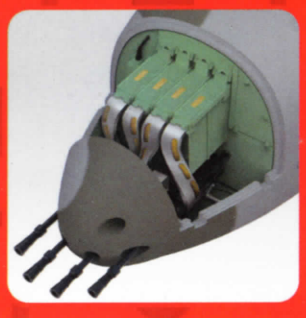

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Bud Highleyman's Brisfit in an appropriate setting by Anna Surface

'The Biff, the BUFF, the Bag and the SLUF'

By Gary Hatcher

This month we go to print almost the day after the UK Nationals at Telford, so sadly all our reportage will have to be carried over, as by the time we outward-bound editors find our way back to Bedford, the entire issue will be laid out and set in stone, and unless we can convince the gentlemen in the studio that the fate of nations hangs on the inclusion of a particular piece of resin, or a decal sheet, then they will be loathe to change anything – especially on a Monday morning!

Another date that we regularly find ourselves confused by is December 25th, or *Christmas* as it is known to many, as this falls into the sphere of our January issue, and we are faced with either delivering cheery seasonal wishes in a magazine on sale in November, or getting them into the first issue of the next volume, which goes on sale just before the holiday. Viewed retrospectively this would not work, as we would be saying Happy Christmas in January, which would simply be foolish. This, of course, is the last issue of the present volume, and we like to think we are ending on a high note with the inclusion of two particularly impressive builds of large scale biplanes – both very different subjects, but both beautifully executed, and while we are aware that so much string in one magazine may be viewed askance by the jet lobby, they were simply too good to leave out.

Features this month present an interesting mix, as we have a good representation of aviation from all across the board, with both the Biff and the BUFF, a quick look at the SLUF, and if that's not enough, we have managed to include (at last) Mr. David Batt's long overdue build of the Azur Potez 63-11 – a classic example of how aircraft can be warped and changed to meet service requirements, and what had hitherto been a sleek twin-engined fighter bomber morphed into something akin to a collection of bothies on a Northern allotment. As a fan of oddities and second-rankers, rather than the glamorous front-line fighter types favoured by many, I find myself drawn to the contraption, and can imagine it looking rather splendid in a line-up of 1950s British naval aircraft in a fetching scheme of Extra Dark Sea Grey over Sky. A What If? I will probably never find time for, but a chap can dream.

The enormous Stringbag found its way into this issue on a number of counts, none of which are anything to do with the Editor's fondness for the Fleet Air Arm. It's an astonishing kit at a very good price, and the potential it offers modellers of all skill levels for trying out and mastering unfamiliar techniques is enormous. Tony o'Toole – more familiar to regular readers of *Model Aircraft Monthly* – always turns in a spectacular job, but his style of modelling is down to earth, and his techniques and his way of describing them ideally suited to all skill levels. I always learn new tricks from Tony's articles, and his breadth of knowledge on a wide range of subject matters lends colour to his writing and gives the reader a complete package of modelling and historical reference. If you haven't been reading *MAM* regularly, then the inclusion of Tony's work is one more reason to do so, and whether you like the subject or not, the article is about modelling first, Swordfish second, and has something to say to every one of us.

This month's *Modellers Profile* has been a particular pleasure, as Mr. Bruce Leyland-Jones of the Classic British Kits SIG has provided some notes on early kits of the Alpha Jet – and let's face it there are precious few new ones! The Alpha Jet is one of a number of types kitted early by the likes of FROG and Matchbox that is sorely in need of updating, and like many older toolings, the various issues and reboxings warrant a little demystification. We hope to hear more from Bruce and the SIG in the future, as Classic British Kits are dear to many of our hearts. The SIG has its home on the unofficial Airfix Modellers Forum, and we recommend a visit. Meanwhile anyone with news of a Classic US Kits SIG, or the like, we'd be interested to hear about it. SAMI is a magazine for model builders first and foremost, rather than collectors, but the British SIG certainly build plenty, and although many of these old kits have been joined on the shelves by modern toolings, many are still bought and made, and information on older kits is always useful for those contemplating a purchase.

Looking ahead to Volume 16 we have some exciting developments and partnerships in store, and we hope you'll continue to share them with us. In the meantime, whether it's the UK Nationals, Christmas, the New Year, or simply the release of a long-awaited kit you're celebrating, we hope you have a good one!

SAMI

Gary Hatcher
Editor, Scale Aviation Modeller

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Scale AVIATION Modeller International

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Some people say that 'little things please little minds', but this – like so many other nonsensical sayings – is not necessarily true. Thus, while the eyes of the world are popping out of their heads at a handful of key releases in the larger scales, which may or may not have made their debut at *Scale ModelWorld*, others are turned discretely aside to admire some of the less high profile kits coming out, and to prepare slightly smaller spaces on the workbench.

One or two kits specifically spring to mind – the Kinetic Hawkeye, for instance, although no one can accuse this of being particularly small in 1/48. HobbyBoss's A-7A is a nicely turned piece of plastic, while in 1/72 we have any amount of fine products coming out in the Czech Republic. Not only this, but with *i-Hobby* and *Pla-Model* behind us, minds are beginning to focus on Nuremburg, always a major source of news in what the marketing people refer to as 'our sector.' It will be interesting, as always, to see what percentage of last year's lists have come to light. MPM have already issued a game plan for the next nine months (see *Czech Out*), and we rarely have to wait long after Christmas before Revell's annual broadside leaks out onto the IPMS Deutschland website.

With one eye on the pot, and the other up the chimney, here's the News:

● SAMI

MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw
November 2009
Mr Pink, UK – Kit
Mr Young, UK – Kit
Mr Hase, Germany – Kit
Entry to the monthly prize draw is FREE to all subscribers.

HobbyBoss

The latest new item to be listed by HobbyBoss is another Tornado boxing, this time a Luftwaffe ECR (#80354). Two variants are now listed, along with two further A-7s to follow up the newly arrived A-7A. These are the A-7B (#80343) and a very welcome A-7D (#80344), the version built

for the USAF, with one Allison TF41-A-1 turbofan, and a single 20 mm M61 Vulcan Gatling cannon. 459 of these were built, and it is to be hoped that at least one of the HobbyBoss decal options will be in the evocative European Lizard scheme

● SAMI

ON THE SIDE

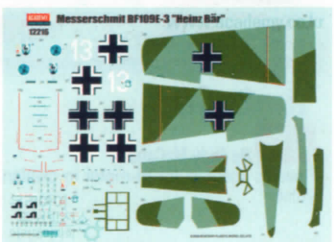
Tamiya

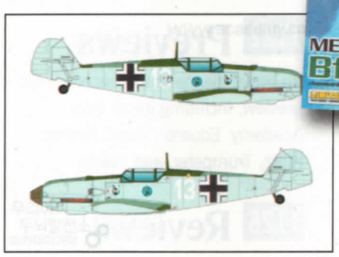
Tamiya's enormous Spitfire release draws closer (#60319), and we are advised the kit will include a photographic reference manual including photographs taken at museums where the kit was researched.

● SAMI

Academy

Out soon from Academy will be a limited edition release of the Bf 109E-3 carrying the markings of noted ace Heinz Bar. Of note with this edition is the decal sheet, which includes all upper-surface colours as decals. This has been printed by Cartograph, and includes cockpit framing and complete stencilling.





● SAMI

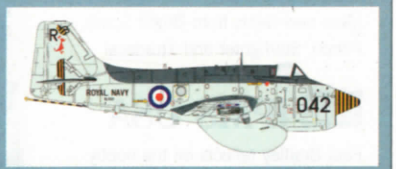
Karaya

Karaya introduce their first 1/48 short run plastic model kit in the form of the Halberstadt Cl.IV in three different boxings, the first being the first production batch with short fuselage, including decals for two colour schemes (#1001). The second, predictably, is for the second series, made by the Roland factory incorporating the long fuselage again with two German paint schemes (#1002). This is followed by the Halberstadt Cl.IV (Rol.) in international service with markings for one Polish, two Lithuanian, one Estonian, and one Soviet aircraft (#1003). All these kits will come with additional resin and PE parts, including a rolled jacket for the Spandau gun for that added accuracy.

Continuing with Karaya's range of historic racing aircraft in 1/72 is a kit of Steve Wittman's *Chief Oshkosh* as it appeared in 1934 (#7227) whilst at the other end of the speed spectrum is the Supermarine Seagull II in Japanese Navy markings (#7231) and a Supermarine Seagull III with Jupiter engine (#7232). Finally the classic Fleet Air Arm fighter, the Fairey Flycatcher (#7215) is provided in 'late' markings and well worth a look. Anyone fancy producing a 1/48 kit? (Ask Silverwings – Editor)

● SAMI

Alley Cat



As mentioned briefly last month, Alley Cat are releasing an all-new resin kit of the Gannet AEW 3 in resin, with white metal and photo-etched parts. Drawings used are those to be published in a soon to be released book by 4+ Publications, and the project has been thoroughly researched with personal photographs and reference materials. Four decal options are included in the kit one each from A, B, C, and D flights of 849 NAS. A further decal sheet will be available to purchase separately with another seven options that covers other units and includes flights operated from land bases.

● SAMI

George Wright

An Appreciation

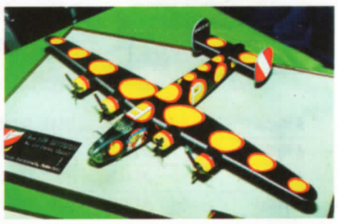
After a short illness, George died on 2nd October 2009.

George was born in Kent but was evacuated to Sutton Coldfield during World War II but it was early memories of watching dog fighting Spitfires and Messerschmitts over Kent during the Battle of Britain that fired his imagination and later influenced his modelling. As his skill grew, he gravitated towards the colourful racing aircraft of the 1930s and later the 1950s. He became a key member of 'Bent Throttles', the Racing Aircraft SIG.

His lasting memorial will be the collection of 8th Air Force assembly ships, which he started building because he was attracted by the weird and wonderful colour schemes. Because of the lack of information then available on the subject, George carried out considerable research which resulted in his building models of all the 8th Air Force assembly B-24 Liberators. This project came to the attention of the 8th Air Force Association and led to his being contacted by many former aircrew. This in turn resulted in his collection going on permanent loan to the 2nd Air Division Memorial Library in Norwich, where they can be seen today.

Our sympathies go to his widow, Joan, his son Anthony and daughter Christine, and their families.

● SAMI



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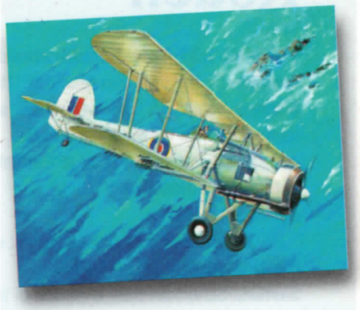

Trumpeter

Two new arrivals to the Trumpeter range will be the Fairey Swordfish Mark II (#03208) in 1/32, and the Su-24M Fencer-D (#02835) in 1/48. Both should see early release.

● SAMI

ICM

ICM have advised us of a new boxing of their Heinkel He 70 in 1/72. The kit is due to be released as a He 70F-2 in Luftwaffe markings (#72232).

● SAMI

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TAM61095 Focke Wulf Fw 190A-8/A R2 ... £21.99
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TAM60750 Messerschmitt Bf 109E-3 ... £9.99
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TAM60752 F4U-1D Corsair ... £13.50
TAM60753 Mosquito B Mk.IV/PR Mk IV ... £14.99
TAM60754 NA F-51D Mustang ... £9.99
TAM60755 Messerschmitt Bf 109E-4/7 Trop ... £9.99
TAM60756 Spitfire Mk Vb/Mk Vb Trop ... £11.99
TAM60765 Mosquito NF Mk.XIII/XV II ... £14.99
TAM60766 Focke Wulf Fw 190A-3 ... £9.99
TAM60769 Thunderbolt Razorback ... £13.99
TAM60770 P-47D Thunderbolt "Bubbletop" ... £13.99
TAM60773 P-51D Mustang "8th Air Force Aces" ... £10.99
TAM60774 Vought F4U-1 Bird Cage Corsair ... £15.99
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TAM60778 Focke Wulf Fw190 D-9 JV-44 ... £15.99

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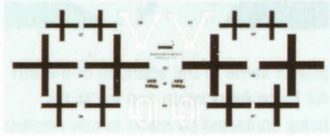
TAM61038 Kawanishi N1K1 Ja Shiden Type II ... £15.99
TAM61045 Hyakushiki Shitei ... £17.99
TAM61076 Do 335A Trainer (Anteater) ... £18.99
TAM61091 Messerschmitt Me 262A-1A ... £29.99

BUSES 222, U3, 727 pass the top of Horton Road. Only 2 minutes walk from West Drayton (BR) Station. Ten minutes drive from Heathrow Airport.

Roden



The latest 1/32 kit from Roden should be available by the time you read this. The Siemens-Schuckert D.III may not be a name that trips off the tongue of the average assembler of F-16s or Gannets, but for WWI modellers it will be a significant release.

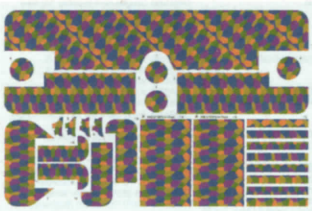
In 1916, after a technical request of the Air Inspectorate (*Idflieg*), Siemans-Schuckert built a replica of the most successful French biplane of that time, the Nieuport 11 Bébé. The experience gained allowed Siemens to concentrate on the development of a fighter of its own design, which, thanks to the designers' preliminary work, would turn out to be very different from all other German fighters of that epoch.

The principal factor limiting performance of German fighters during the war was the lack of a powerful engine. Siemens had already conducted experiments with bi-rotary engines for some time - it was a radical design, in which the cylinders revolved in the opposite direction to the crankshaft. During tests in an experimental SSW D.I it showed a substantial improvement in all aspects of operation, and Siemens-Schuckert Werke decided to build a completely new, more powerful 11-cylinder engine, the Sh.III, fitted to a new airplane. After successful tests of initial production machines in operational conditions, Idflieg placed two additional orders with Siemens-Schuckert Werke, at first for thirty and then for fifty more.

Between March and May 1918 at least forty-one aircraft were delivered to the Front, mainly to the elite squadrons of *Jagdgeschwader I* and *Jagdgeschwader II*, but the type was very soon plagued by engine related troubles. After barely eight hours of normal running the Sh.III displayed signs of cylinder head disintegration, resulting in complete destruction of the engine, and at the end of May 1918 all SSW D.IIIs were returned from the Front to the factory for repair. In perfecting the engine a major role was played by the firm Rhenania Motorenfabrik AG, and in due course its durability was tested to at least 40 hours of operation without breakdown.

Modified SSW D.IIIs with the improved engine began to return to the Front in July of that year, but as an overwhelming number of fighter squadrons at that time were already re-equipped with the predominant Fokker D.VII, the subsequent operational career of the SSW D.III was confined mainly to the squadrons of the home defence Kestas.

● SAMI



AFV Club

AFV Club, better known for their military vehicles, have released test shot images of their 1/48 F-5E Tiger II (#48102). Little further information is currently available, but the shots look nice in outline, and we look forward to presenting more information as it becomes available.

● SAMI

NEW IN DECEMBER

At a Glance

We keep expecting some kind of let up in the industry's output, but as yet there is no sign. Out in time for Christmas are a mass of new releases, with those Valom Bristol Brigands probably being the most talked about. AZ's newcomers have also arrived on the shelves now and if you haven't laid hands on any of the Kinetic F-16s yet, then Italeri seem to be reboxing them at a rate of knots.

Big news this month is the arrival of the HobbyBoss A-7 and Hellcat, discussed elsewhere, but there is such a broad range of classic and modern aviation released in this report that we couldn't begin to decide which we like the most...

A Model	#14425	1/144	C-130 and F-4J Blue Angels	£26.75
A Model	#14431	1/144	Martin B-57A/RB-57A	£12.30
A Model	#14432	1/144	Martin B-57B/C	£12.30
A Model	#72166	1/72	IAR-80	£13.25
A Model	#72192	1/72	Yak-55	£9.70
A Model	#72193	1/72	Hawker Osprey	£15.70
A Model	#72194	1/72	Hawker Hector	£15.70
A Model	#72205	1/72	Yak-55M Fortis	£9.70
Airfix	#02017	1/72	Supermarine Spitfire PR XIX	£5.69
Airfix	#02065	1/72	Supermarine Spitfire Mk IXC	£5.69
Avis	#72010	1/72	Messerschmitt Bf 109D-1	£12.80
Avis	#72011	1/72	Messerschmitt Bf 109C-3	£12.80
Avis	#72012	1/72	Messerschmitt Bf 109C-1	£12.80
AZ Model	#48036	1/48	Douglas TA-4H/ Skyhawk IAF, RNZAF	£29.99

AZ Models	#48038	1/48	Pitts Special S.2A	£19.25
AZ Models	#48039	1/48	Pitts Special S.2A/1	£19.25
AZ Models	#72073	1/72	Mitsubishi K3M3 Pine	£21.99
AZ Models	#72078	1/72	Mitsubishi K3M3 Special	£21.99
AZ Models	#72084	1/72	Hawker Hurricane Mk I early version Aces	£16.60
AZ Models	#72087	1/72	Supermarine Spitfire Mk I Early Version	£17.25
AZ Models	#72088	1/72	Supermarine Spitfire Mk IIa Aces	£17.25
AZ Models	#72089	1/72	Supermarine Spitfire PR Mk IG	£17.25
AZ Models	#72090	1/72	Supermarine Spitfire Mk II LR	£17.25
AZ Models	#72095	1/72	Supermarine Spitfire Mk I Late Version	£17.25

Azur	#8448	1/48	V-156F Vindicator French Navy	£28.75
Eduard	#1134F	1/48	EE Lightning Mk 1A/Mk 2	£56.99
Eduard	#8112	1/48	Albatros D.V	£14.99
Eduard Weekend	#7403	1/72	Nieuport Ni-17	£8.99
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580 MODELLERS

What two Eccles'! Peter, with some of the ten models he brought with him in the foreground, in earnest discussion with David, a 580 stalwart

Eccles: Goon but not forgotten!

Newark 11th October 2009

by Geoff Cooper-Smith

The bustling main hall – this is the afternoon lull

For the past eighteen months Peter Eccles has been exhibiting with 580 Modellers without attending a show. You may recall from previous columns that he entrusts Royal Mail with delivery and we then exhibit on his behalf. Needless to say his packaging skills have come on considerably since his first dispatch, a Revell Lancaster in a flimsy box wrapped in brown paper; unsurprisingly some repair was needed before it could be exhibited. There was a considerable gap following his second consignment, which also arrived needing repair, and we feared that he had given up, but nothing could be further from the truth. He was in fact perfecting his design and it wasn't until it passed the 'Eccles test' i.e. the packaged models had to survive being kicked down the stairs (!), that deliveries resumed. Peter had intended to cycle from Gainsborough to the Newark show last year, a round trip of some 80 miles, but an operation or two on his knees precluded this. Newark this year was therefore Peter's first model show (I know what you're thinking, but thankfully a friend was kind enough to drive him to and from the event). Needless to say he enjoyed himself immensely, fitting in immediately with the rest of the 580 crew, talking to visitors, buying plastic, resin and etch and appraising the models on display. We all hope to see him again next year, if not before!

The show, held at Southwell Racecourse once again, has very quickly become a 580 Modellers favourite as the venue is excellent, being enhanced immeasurably by good food, beer and a very congenial seating area. The four local modelling clubs and the organizer, Ian Crawford, are to be congratulated for what has very quickly become an extremely vibrant and well patronised show with an excellent competition offering an extensive array of trophies.

Contact 580 Modellers on 07771 355400

This Trumpeter Me262 deservedly won best aircraft model in show

Commendably there was a separate class for Rotorcraft and this beautifully presented Chinook won the class

An unenviable task as evidenced by the pontificating judges!

NEW IN DECEMBER

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Hasegawa	#09875	1/48	Mitsubishi A6M2b Zero Fighter Type 21	£21.99
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Hasegawa	#09879	1/48	Messerschmitt Bf 109E Galland	£24.99
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Hasegawa	#CP012	1/72	Nakajima Ki-49 Donryu T.100 Heavy Bomber	£26.99
Hasegawa	#ST030	1/32	Nakajima Ki-44-II HEI Shoki (Tojo)	£39.99

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HR Model	#7377	1/72	Heinkel He 72B Kadett. Slovakia	£20.70
HR Model	#7378	1/72	Heinkel He 72B Kadett. Czechoslovakia	£20.70
Italeri	#1280	1/72	YB-49 Flying Wing	£34.99

Italeri	#2683	1/48	F-16D Fighting Falcon	£25.99
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Kora	#72121	1/72	Seversky 2PA-B3 Convoy Fighter	£39.60
Kora	#72122	1/72	Seversky A8V1 DICK Silver Shadows over Nanking	£39.60

Monogram	#5713	1/48	B-58 Hustler Sac Delta Wing Bomber	£35.99
MPM	#72556	1/72	A-20G Havoc Russian Bomber Version	£22.99
Omega Models	#72434	1/72	Brqguet Bre. XIV mail Special	£38.99
Revell	#4298	1/72	F/A-18E Super Hornet Kestrels	£14.99
Special Hobby	#48090	1/48	Albatros C.III	£24.99
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Trumpeter	#01318	1/144	Messerschmitt Me 262A-2a	£4.28

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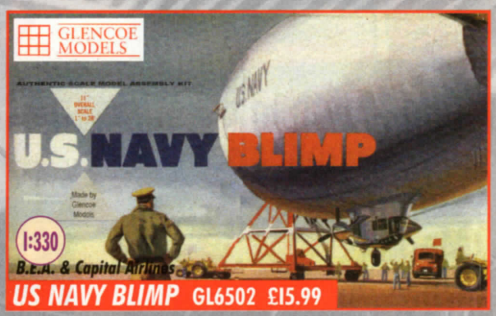

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This Month in our sister publication Military Aircraft Monthly

- LaGG's wooden fighter the LaGG-3 – Nikolay Yakubovich relates the story of this important Soviet fighter
- Airfix's 'big' TSR.2 – Gary Stevens offers some suggestions for building Airfix's 1/48 TSR.2
- High Spy... Airfix's new Spitfire PR.XIX – Peter Doyle and Martin Rosa take independant looks at Airfix's new 1/72 Spitfire PR.XIX
- Air Wars: Air War over Malta - Malta Hurricanes - Part One – Tony O'Toole tells the story of the Hurricane's defence of Malta... Part One: June 1940 to December 1941
- Stores Station: 4 – The US Navy's AGM-84K Standoff Land Attack Missile-Expanded Response SLAM-ER described by Andy Evans
- AIRFIX AIRfile – Junkers Ju 87 'Stuka' Part One' – from the files of the late David James
- 21st Century Stuka: Tony Gloster builds the 21st Century Toys 1/32 Junkers Ju 87B/R
- A Scooter made for two... Peter Marshall builds the new Hasegawa 1/48 TA-4J

SAMI

Revell

Revell have passed us an image of the artwork for their soon to be released 1/32 Eurofighter. No doubt this will have been one of the many sights to be seen at Telford, in Revell's tower of glass...

SAMI

MasterBox

A new departure from Masterbox this month. Not content with announcing a range of enormous paratroop transport aircraft in 1/35 for the military fraternity, they have come up with a series of 1/32 aircraft related subjects. Aircraft modellers unfamiliar with the brand are advised that their military figure sets are excellent, and that their sculptors seem to have a knack with capturing facial expressions and characteristics. This looks interesting, and we hope it will lead to more products in aircraft modellers' scales.

1/32 Figures announced:

- Luftwaffe Flight and Maintenance Personnel #3201
- US Air Force Flight and Maintenance Personnel #3202
- Royal Air Force Flight and Maintenance Personnel #3203
- Imperial Japanese Air Force Flight and Maintenance Personnel #3204
- Soviet Air Force Flight and Maintenance Personnel #3205

SAMI

Stop Press

News from Scale Modelworld

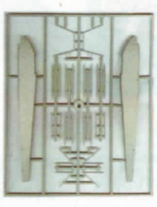
Some of the new items unveiled at the UK Nationals. More next month:

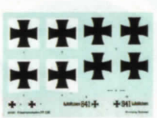
- Freightdog are re-issuing the old Pegasus EAP demonstrator in 1/72. This is a very early test casting
- Alley Cat's Gannet AEW was selling out fast
- Whirly bird's T4 and T5 conversions for the Trumpeter kits in 1/32 will prove popular
- PJ's superb 1/48 Alpha Jet E is now on sale – the 'A' will be kitted next year
- One of many impressive builds on the Revell stand – the 1/144 RAF Tornado
- Hidden behind some enormous Mosquitoes were the new Airfix tools of the MiG-15, the SHARs, and the Hurricane, as well as the Seaking and Buccaneer revisions. Expect the MiG soon – and the Hurricane to include a Sea Hurricane option!

SAMI

Techmod

Better known for their decal sheets, Polish manufacturers Techmod have announced their first full 1/48 injection moulded kit. This will be the Friedrichshafen FF 33.



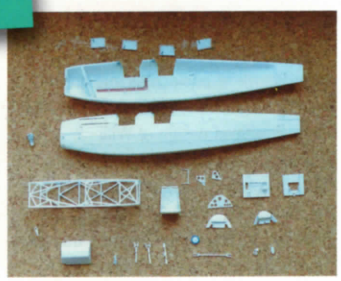


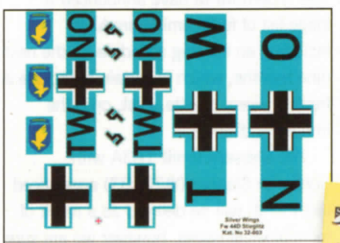
The type was introduced to service in August 1915, and was a two-seater biplane with wooden hydroplane floats, powered by a Benz Bz III engine with a capacity of 150HP. The FF 33 saw patrol service, chiefly in the North Sea and the Baltic.

SAMI

Silver Wings

Silver wings – whose 1/32 He 51 we were pleased to preview in a recent edition - have more new releases on the way. Firstly, the He 51 has returned in floatplane configuration, but another exciting development in 1/32 is the announcement of a Fw 44D *Steiglitz* trainer. This attractive and personable machine will sit nicely in their range of early Luftwaffe machines, and we can only wonder what will come next – given the long list of desirable subjects that fall into this neglected category in the large scale. Two kits are announced – one with skis, and one with regular wheeled undercarriage.





Scaling down to 1/48, two kits of the Supermarine Seagull will no doubt prove highly popular. Boxings cover the type in either RAF/RAAF or Japanese service.

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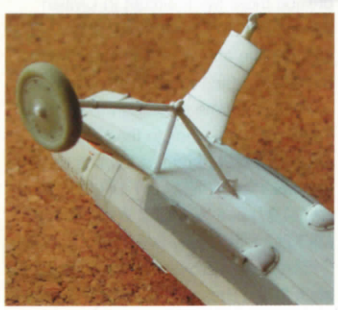
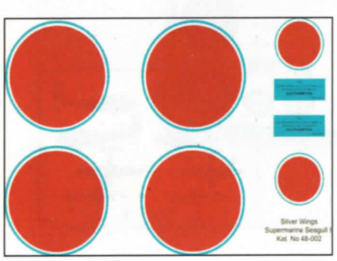




Wingnuts

Soon to be released items in the 1/32 Wingnuts range include the R.E.8, a charismatic type that is crying out for a good 1/48 kit as well.

SAMI

Coming Next Month

- Modellers Profile: The Yak-3
- Revell's new 1/32 Eurofighter
- Matchbox's classic Wellesley in 1/72
- A pair of Fulmars – Special Hobby's kits in both 1/72 and 1/48
- Torch Mustang – Hobbycraft's early P-51 in 1/32
- Plus all our usual exclusive news, reviews and coverage

SAMI

ON THE SIDE

FLY

Great War specialists FLY continue to release more quality 1/48 subjects in the classic form of the Roland D.VIA (#48006) and Roland D.VIb (#48007) biplane fighters. Certainly a very worthy project for early flight aficionados.

SAMI

Omega

Following on from last month's Bristol Bulldog in 1/72 is the licence built Japanese version, the Nakajima JSSF (#72236), and the Hinomaru will certainly make for some questions when it's on the club table.

Other future delicacies include the Czech Letov S-8 racer monoplane(#72238) in 1/72 with decals to match, and the WWI vintage Austro-Hungarian fighter prototype, the Aviatik D.II in 1/48 (#48022).

SAMI

Planet

The leaders in the field of seemingly random resin aircraft don't disappoint with the impending release of Australian STOL aircraft, the GAF-22 Nomad in 1/72, certainly not an unattractive aeroplane and one to raise a few eyebrows at your next show. Likewise the heavyweight GAL-58 Hamilcar X glider will be a sight to behold in 1/72 and will certainly lend itself to a diorama or two, disgorging a couple of Bren carriers or a light tank.

SAMI

Czech Out

Our monthly round up of news from the Czech Republic
By Colin Pickett

MPM

This year the MPM group celebrate 20 years of model production, an impressive feat, especially taking into account the twists and turns of the worldwide economic and local political climates. This month MPM have announced a longe list of forthcoming products including an exciting schedule for the next nine months, which is certain to include a treat for every palette. First, onto the imminent offerings.

The Messerschmitt 163A with *Schleuch Slepper* (#72183) announced last month will be delayed as a result of technological issues, however we are sure it will be worth the wait when it arrives. Looking slightly further ahead, the introduction of a 1/72 Fiat G.55 Centauro with 'Captured Fiats' markings (#72190) will bring what is argued to be the one of the best Italian fighters of WWII to more model collections. This kit contains two sprues of plastic parts, along with resin and photo-etched components. Decals included are for two Luftwaffe marked machines and the one RAF machine.

Second line subject, the Brewster Bermuda Mk I (#72191) in 1/72 is sure to bring a smile to the faces of FAA modellers. Only a very few machines from the 800 that were ordered finally reached Great Britain and these were utilised in non-combat roles, mainly for training. The kit contains three sprues of plastic parts, along with an injected canopy, resin, and photo-etched parts. Decals included are for four RAF Bermuda Mk I machines, including an aircraft with natural metal nose section.

I suspect a popular addition to the MPM range will be the Polikarpov I-152 (I-15bis) with skis (#48060) as this petite machine seems to have a certain magnetism. The winter operations of these fighters were possible only with skis mounted and this kit offers three I-152s in VVS camouflages and one captured Finnish machine (in two marking styles), and, sensibly, the legs for the ski undercarriage are cast from white metal for strength.

Two 1/72 re-releases from the extensive MPM back-catalogue are the HA-200 *Saeta* (#72083) 1/72, the last series produced design of Willi Messerschmitt, produced in several versions for the Spanish and Egyptian air forces, and the Fairchild F-91 (A019). Even though this single-engined transport was produced in small numbers its deployment is highly interesting. One machine was used by the Nationalists during the Spanish Civil War, two machines were used in Japan, two in Brazil by *Panair du Brazil*, and one was presented to the RAF and served in Egypt. The kit contains two sprues with plastic parts, injected windows, vacform canopy and resin parts. Decals included are for the Spanish Nationalist machine and RAF machines.

Future MPM plans are as follows:

November 2009

The Gloster Squirt is to be rereleased as a 'Late' version (#48094) in 1/48 giving us a chance to add this historically important aircraft to the line up of early jets.

Fans of ceaselessly stylish Italian aviation will be delighted by the introduction of a 1/48 Macchi C.200 (#48033) and Fiat BR.20 *Cicogna* (#48068). Combat aircraft they may be, but the Italians have always managed to include an air of elegance in their designs and this is just the start of a whole host of Italian aircraft promised for the coming year.

In case you missed it first time there will be a re-edition of the excellent Wellington Mk IC (#72099) in 1/72 which will include revised 'innovative' content along with a new box.

The Azur label will be bringing us a single-engined biplane flying boat in the form of the CAMS 37E (#A086) in 1/72. In 1/48 November will also see the arrival of the Arsenal VG-36 (#A089) light fighter aircraft, which sadly arrived too late to see service with the *Armée de l'Air* during the Battle of France.

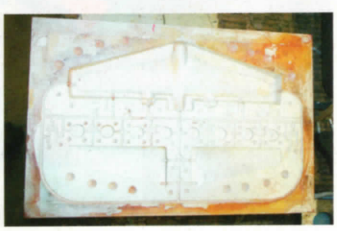
December 2009

December should bring us a reboxing of the excellent 1/72 Fairey Fulmar to provide those Mk II aircraft in Civilian Service (#72196), let's hope this includes the attractive blue and silver markings of the Fairey 'hack' aircraft.

It may be time to consign those Airfix Westland Whirlwinds to the collectors market as MPM promise to bring us both the Westland Whirlwind F Mk I Fighter (#72197) and Westland Whirlwind FB Mk I Fighter-Bomber (#72201) in 1/72.

The *Regia Aeronautica's* ground attack aircraft, the Breda Ba.88B *Lince* (Lynx) is the next Italian subject to be offered in 1/72, making such an attractive subject, I feel a diversion from my normal modelling comfort zone coming on, again!

The Special Hobby brand continues their tradition of scaling down previously issued 1/48 subjects by bringing a 1/72 CAC CA-9 Wirraway (#72194) to the party. Best news from this source, though, will be for February 2010 with the proposed Martin Maryland Mk I light



bomber in 1/48 (#48077). This isn't going to be a small model by any means, but I can imagine it being popular, having served with the RAF, Fleet Air Arm, *Armée de l'Air* and *Aeronavale*

WWI modellers will be pleased to hear of the forthcoming Special Hobby release of the Morane-Saulnier A.I (#48099) in 1/48, which will make a very welcome addition to any Great War model collection, and the range of 1/48 Spitfires continues with a Mk.vc covering Czech and Polish Squadrons (#48091). Special Hobby are also going to bring us a 1/48 Focke Wulf Fw 190A-6 with *Sturmstaffel* 1 markings (#480103), and whilst this is highly likely to be the excellent Eduard kit in a Special Hobby box it will be a great chance to build an aircraft from this specialised bomber interception unit.

The prehistoric looking Supermarine Sea Otter will be available in 1/72 as both 'British Service' (#A047) and 'Foreign Service' (#A090) boxings.

March 2010

Looking ahead to March, the Italian style offensive continues with a Breda Ba.65A-80 (#48053) in 1/48, and joining the line up of Westland Whirlwinds will be a Mk I 'Different Whirlwinds' boxing (#72204) in 1/72.

The Nakajima Ki-115 *Tsurugi* Single-seat suicide attack aircraft in1/72 is due in March in both factual (#72198) and counterfactual 'Battle of Tokyo 1946' (#72199) boxings.

April 2010

April should bring us a Supermarine Seafire Mk II (#48102) in 1/48...time for the Editor to build a bigger display shelf!

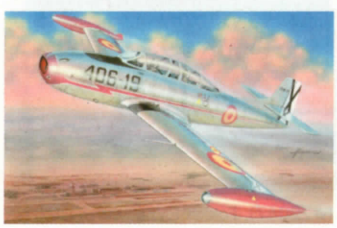
Bristol's Blenheim returns to the Special Hobby 1/72 range in both an F Mk I Short Nose Fighter version (#72205) and Blenheim Mk I Finnish Post War Service kit (#72202), while the 1/72 Havoc series continues with the arrival of the Douglas A-20B (#72557) and Douglas Boston Mk III/IIIA RAF Service (#72559).

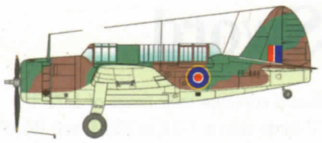
The single-seat Caudron 714 Cyclone (#A061) is planned in 1/32, and an attractive proposition this fighter makes too.

May 2010

The RAAF's use of the Spitfire Mk.Vc (#48100) is the subject of a re-release of the excellent 1/48 Special Hobby kit and it will certainly be interesting to see which aircraft are included in the box. We can also look forward to another chance to get our hands on a 1/48 Heinkel He 177A-3 Luftwaffenfeuerzeug (Luftwaffe's lighter), or the 'Flaming Coffin' as it was christened by its crews due to initial engine problems (#48063).

North American subjects come under the MPM microscope with the F-82 Twin Mustang being produced in 1/72 as both G 'Korean War' (#72200) and H 'Alaskan All Weather Fighter' (#72203) versions and the domestically produced Avia B-534 III. Serie (#48057), with bubble canopy, is planned for May in 1/48, and while I suspect this may be the Eduard mould that's certainly not a bad thing as it's a nice kit.





June 2010

June brings the exciting release of a new 1/72 Short Sunderland Mk V (#72162) a subject that is long overdue using up to date technology, and I'm sure that MPM can rise to the challenge. The delightful Aero L-29 Delfin (#72147) also gets the MPM 1/72 treatment, something that I'm sure will be welcomed as the only current option is the ageing KP kit.

June also sees the 1930s Nieuport NiD-62 (#A049) French biplane fighter join the Azur line up in 1/72.

July 2010

Big news for July comes in the shape of two Japanese fighter subjects in 1/32, the Nakajima Ki-27 Nate (#32033) and Mitsubishi A5M4 Claude (#32034).

Like the best laid plans of mice and men any release programme is subject to alteration due to the overall effects of not living in a perfect world. Other future projects such as the B-18 Bolo, Vautour, and Spitfire Mk VC/Seafire Mk III in 1/72, to name but a few are not included but will be slotted in as and when things allow. Further projects not listed but still very much on the cards include the Arado Ar 231V-2 prototype with different tail (floatplane/sea plane) (#48061), the yearned for DH Sea Vixen FAW (#48064) in 1/48, BAC Canberra B Mk 2 (#72546), EE Lightning F Mk (#72547), and Heinkel He 177A-5 'Captured' (#48062) and these could wink into being at any moment. The rumour mill also suggests that a massive resin 1/18 P-51D Mustang is on the cards....time to sell the kids!

SAMI

ON THE SIDE

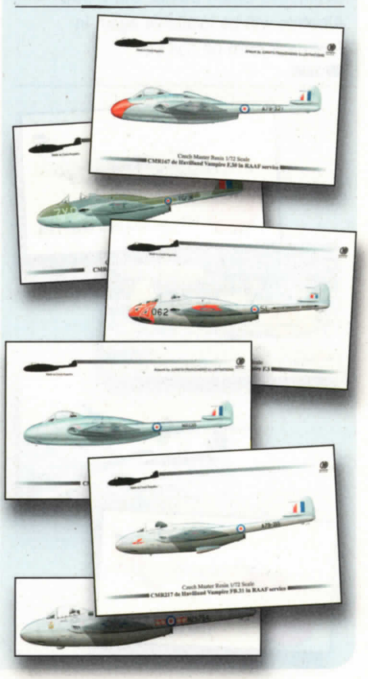
CMR

It has to be said that when CMR decide to tackle a range of aircraft they do a thorough job. The latest additions to the D.H. Venom range are those versions used by the Swiss Air Force, the first of these being the Venom Mk 1R (#205). The kit includes four marking options along with a photoetch set offering cockpit details and canopy paint masks. The instructions will be typical CMR with full assembly guide and camouflage diagrams coupled with the now trademark 'In Detail' photo supplement. The next kit will be the de Havilland Venom Mk 1 (#206) which includes two optional fuselages to allow an aircraft with either the round nose or the 'Pinocchio' nose to be built.

The de Havilland Venom Mk 4 (#207) is next in line and also includes both fuselage types, along with a full Swiss payload. Again, a very comprehensive decal sheet gives six marking options whilst the package is completed with a PE set and canopy paint mask. Certainly three very complete and comprehensive kits, which will enable very impressive models of this classic jet to be built.

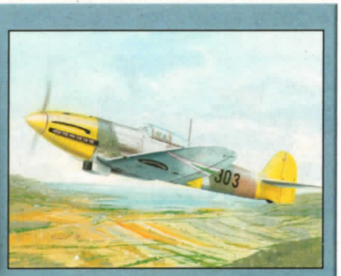
Hot on the heels of these releases will be more of de Havilland's finest in the form of the de Havilland Vampire F Mk 1 (#166), Vampire F.30 in RAAF service (#167), Vampire F.3 (#212), Vampire FB.5 (#213), Vampire FB.9 (#214), and Vampire FB.31 in RAAF service (#217) and I'm certain that more of these kits will follow from the Czech resin supremos.

SAMI



RS Models

Two releases are due from RS in 1/72, the first being a double-kit of the standard Czechoslovakian air-force inter war trainer, the Praga E 39, and though I'm not sure if this a new tooling or a re-release of the previous mould it's certainly great to have the chance to model this 30s style biplane. The second release is the 'also ran' of the Luftwaffe's fighter competition, the Heinkel 112 in 1/72. Whilst not seeing widespread military use, the He 112 did see limited service with the Luftwaffe, Spanish Air Force, Japan and the Royal Hungarian Air Force. Interestingly the kit includes decals for a Hungarian, Czech, Japanese and a captured example in RAF markings and must be worth a look for that alone.



SAMI

ON THE SIDE

Eduard

November's Eduard releases will include the 1/32 Bf 109E-3 Profipack (#3002), which will include a small modification. This will not be to the canopy as this was redesigned during development of the E-4 canopy. No other clues are given....all very mysterious..."Watson, fetch my violin".

Joining the Fokker Dr.I and SPAD XIII on the special edition Great War kit line up will be the Fokker Eindecker E.I/E.II (#1141) with figures and medal, and this time Oswald Boelcke and Max Immelman will be imortalised in resin, whilst the third release for November will be an Albatros D.V (#7402) Weekend Edition in 1/72.

Eduard assure us that they still intend to press ahead with their range of 1/32 Spitfire IX models despite the release of the new Tamiya kit as they will be targeting different versions and 'economic markets'.

The excellent 1/48 Grumman Hellcat will soon be released in F6F-5N Night fighter form (#8226) to extend your family of fighting felines, while still promised are the 1/72 MiG-15bis in Korean War (#7055) and Czech (#7056) versions. It will be interesting to see how they stack up against the proposed new kit from Airfix.

Eduard continue to tease us about the impending 1/48 Jaguar A (#1133) and Jaguar F/GR (RAF) (#1131) releases with pictures of proposed decal options.

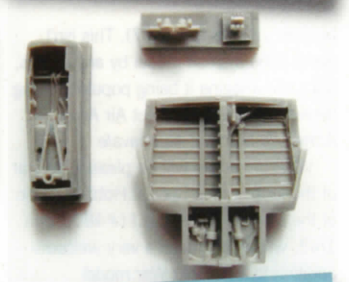
On the 1/72 reissue front, the diminutive Czech trainer, the L-39C Albatros will be available again in Profipack form (#7044).

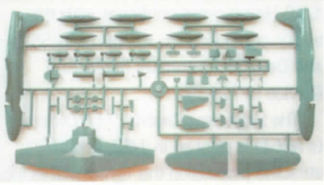
SAMI

Sword

Sword continue their range of 1/72 US 'T' birds with a T-33 in USAF and RCAF markings (#72027). This is to be joined by a further kit to give us JASDF, Luftwaffe, and FAF markings (#72028) whilst a P-80C Shooting Star (#72025) joins the fray. Slightly more modern subjects for Sword will be the T-38C Talon (Pacer Classic Program) in both 1/72 (#72029) and 1/48.

SAMI

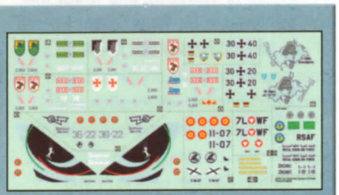




4+

4+ publications have announced a new set of no less than four books in the MARK I Dozen Set series – all covering the Eurofighter EF-2000:

- MKD32006 Eurofighter EF-2000 Typhoon C&M+decals 1/32
- MKD72006 Eurofighter EF-2000 Typhoon C&M+decals 1/72
- MKD48006 Eurofighter EF-2000 Typhoon C&M+decals 1/48
- MKD144006 Eurofighter EF-2000 Typhoon C&M+decals 1/144



Following the now-familiar format, each book covers twelve aircraft and includes a decal sheet in a single scale. Modellers simply choose which edition to obtain the scale of their choice. Each book and decal sheet covers five RAF machines, two German, two Italian, one Spanish, one Austrian and one Saudi.

The Dozen Set line of handbooks is aimed especially at scale modellers. Each title describes twelve particular aeroplanes, documented by period photos, and also brings useful detailed shots which can be utilised in finishing the models. The decals in these books are designed for the kits produced by Trumpeter and Revell (1/32), Italeri and Revell (1/48), Revell, Italeri, Tamiya, HobbyBoss and Airfix (1/72) and Revell (1/144).

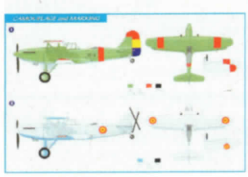
SAMI

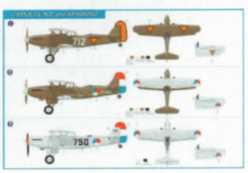
Valom

Products from the Bristol factory are certainly in favour with Valom at the moment, with 1/72 kits of both the Bristol Buckingham (#72032) and Bristol Buckmaster (#72031) being due in the first quarter of next year.

The latter part of next year will bring us 1/72 kits of the Avro 618 'Ten' (#72039), Fokker F.VIIb Josephine Ford (#72047), Fokker F.VIIb / 3m (#72037) and Avia F.VIIb (#72038).

SAMI





AZ Model

Not wanting to let the dust settle after last month's massive list of proposed releases, AZ have promised an extensive programme of Japanese subjects in 1/48, these being a C5M 'Babs' (#4814), and Ki-15 'Babs' (recon aircraft) (#4812), along with Kawasaki Ki-48-I (#4833) and Kawasaki Ki-48-II 'Lillies' (#4831).

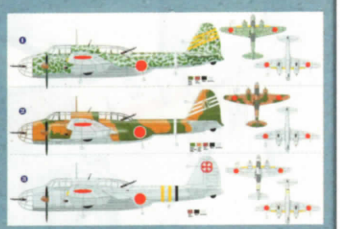
The theme of 1/72 second-line aircraft continues with a Beech Traveller

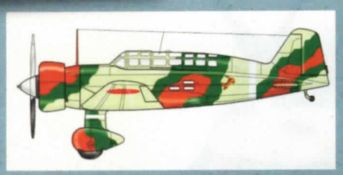
Mk.I (#7292) and Beech JB-1/UC-43 Staggerwing (#7291), whilst adding to the list of attractive Auster spotter aircraft will be an AOP Mk VI 1/72 (#7294) and AOP Mk V 1/72 (#7293).

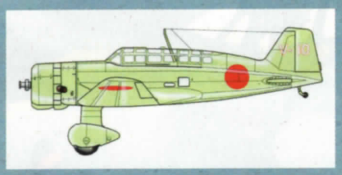
Editorial excitement abounds with the expected release of two 1/72 Supermarine Attackers, an FB.2 (#7283) and F Mk I (#7282), which up 'til now have only been avaliable in resin, while early WWII European aircraft are represented in 1/72 by a Fokker C.X in Dutch markings (#7238) and Spanish service (#7252).

The Czech Aero A-304 is provided as a 1/72 version pressed into Luftwaffe service (#7251) and finally, inter war aircraft enthusiasts will be delighted to see the intended release of a Hawker Osprey in 1/72 (#7239).

SAMI







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This Year's Model

Kinetic's All-New US Navy E-2C Hawkeye

KINETIC **1/48**

BY **JACK TRENT**

TECHNICAL DATA

Scale: 1/48	Price: US59.99
Kit No: 48013	Status: New Tooling
Type: Injection Moulded Plastic	
Manufacturer: Kinetic	
Available from LuckyModel.com	

There have been so many excellent new kits this year, or just around the corner, that picking a 'best of the year' is more difficult than it has ever been before. Or so you might suppose. For this modeller there really is no competition, and even with 'that Spitfire' just around the corner, for many modellers this is going to be the one that sweeps all the half-built stuff off the workbench and gets them working feverishly. Even those addicted to etch may find it hard to wait until Eduard catch up with this particular kit, although if ever a kit was destined to launch a thousand accessories and decal sheets, this is it!

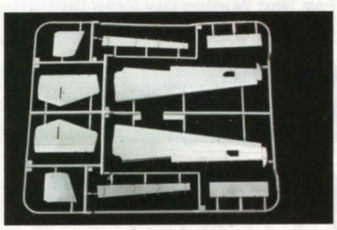
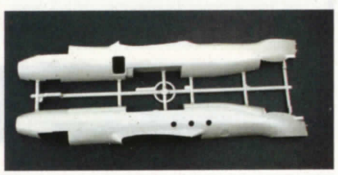
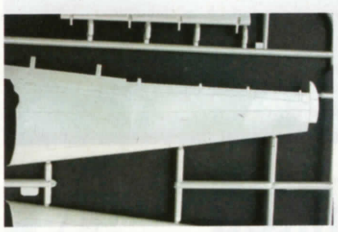
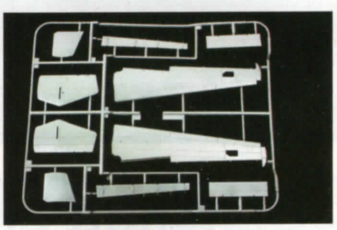
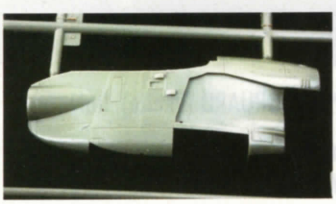
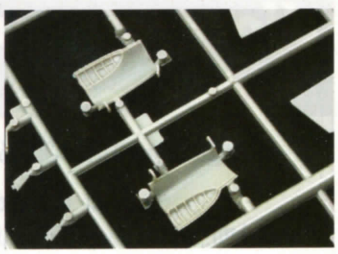
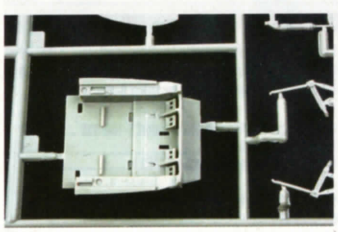
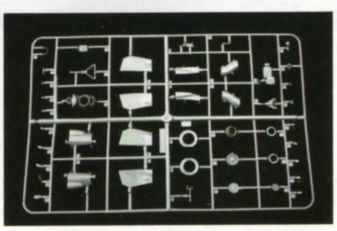
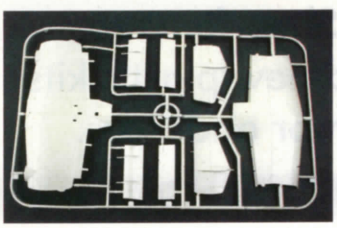
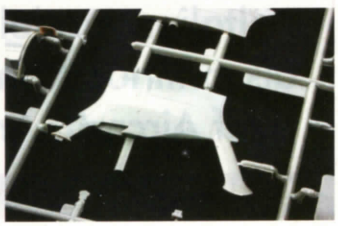
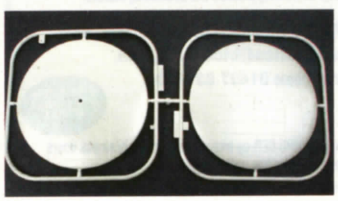
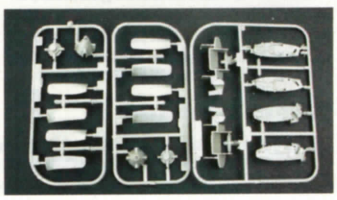
It's been a long time coming, but at last we are faced with a 1/48 Hawkeye, and it looks every bit as good as we had hoped. Following the familiar style of Kinetic's releases – some may bemoan the rivets, others relish them – the design and engineering of the kit look superb, and the prospect of a wingfold neatly tooled in is the icing on the cake. Of course the acid test with this feature is how well the kit will build with the wings spread, but Kinetic's kits to date have fitted together pretty well, so this shouldn't prove a problem.

Markings are provided for VAW-112 Golden Hawks, and have been designed by FighterTown, as reliable a source as one could wish for, although it is inconceivable that this kit won't be followed by aftermarket product for every Hawkeye that ever flew.

This kit looks to be a real winner, and if Kinetic take this one as far as they have the F-16 tooling, then we will have plenty to look forward to.

Thanks to LuckyModel for sending an early sample. The kit is available from them now, and looks set to be on everyone's tables before Christmas.

SAMI

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A50004 **£49.99** 1/24 BAe Sea Harrier FRS1
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A12002 **£34.99** 1/24 Messerschmitt Bf109E
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Boss Cat and Benny

Benny the Ball was certainly a SLUF – but is HobbyBoss's new F6F the Top Cat?

HOBBYBOSS **1/48**

BY GARY HATCHER

UK importers Creative Models have passed on two very special new arrivals from HobbyBoss – two US Naval designs guaranteed to appeal, and in the case of the A-7, a timely companion to the new Kinetic Hawkeye. It may not be a white Christmas this year, but for many it will be a white and Gull Grey New Year...

Taking the A-7 first, this is a crisp sharp tooling of the famous SLUF. Having been drawn to the type at an early age after my elder brother bombed-up an impressive looking Airfix example, it is good to see another finely-tooled injected kit in 1/48. Personally I could do without the open avionics bays, but they are well done, and the wheel wells also feature excellent detail. The cockpit is above average for this scale, and the intake trunking is nicely designed, features a separate lip, and should tidy up fairly easily. Needless to say the weapons provided are extensive, and include items not appropriate to this version confirming – if there was any doubt – that more variants are to come.

TECHNICAL DATA

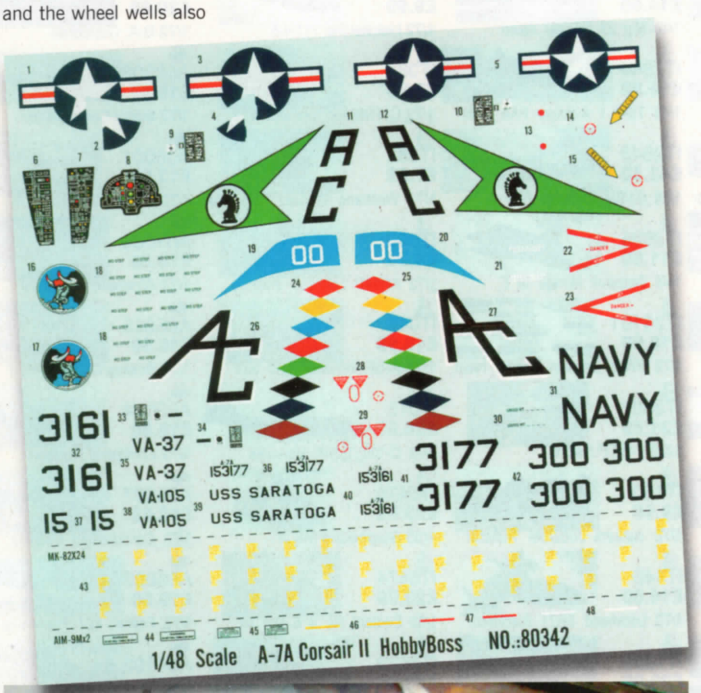
A-7A Corsair II	
Scale: 1/48	Price: £26.99
Kit No: 80342	Decal Options: 2
Type: Injection Moulded Plastic:	
Status: New Tooling	
Parts: Plastic 112, Clear 6	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	

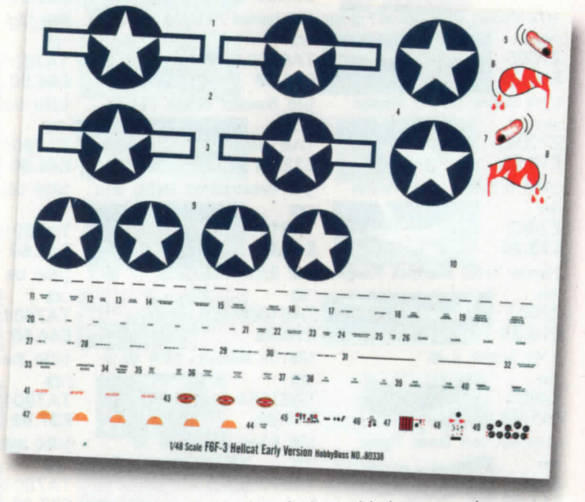
TECHNICAL DATA

Grumman F6F-3 Hellcat	
Scale: 1/48	Price: £13.99
Kit No: 80338	Decal Options: 2
Type: Injection Moulded Plastic:	
Status: New Tooling	
Parts: Plastic 237, Clear 6	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	

Two options are provided – VA-37 on *USS Saratoga* in 1971, with a blue nose, and a very handsome VA-105 machine, *USS Saratoga*, 1973.

Moving on to the Hellcat – do we really need another in 1/48, after Eduard's definitive release? Basically, this kit has a wingfold, which will no doubt be its chief selling point, the rest of the kit is a nice tooling, leaning more towards the Hasegawa kit than the Eduard, and although lacking the finesse of the latter, certainly looks eminently buildable, and is a very nice representation of the type.



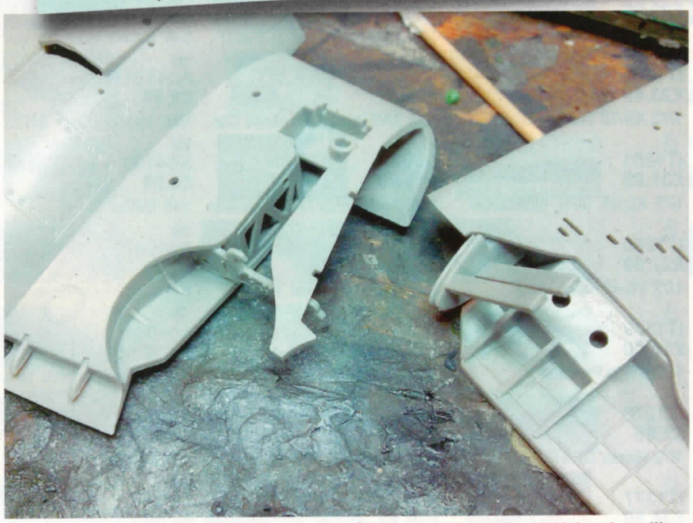


It is, of course, that wingfold that we are all interested in, and so curious have we been here that we knocked one together to see for ourselves if it would pass muster. Made up from ten parts, it is very nicely engineered, goes together quickly and easily, will make for a firm finished article, and looks pretty good straight from the box. Of course it would benefit from some added detail, and hopefully some simple etched overlays will be forthcoming to add that extra touch.

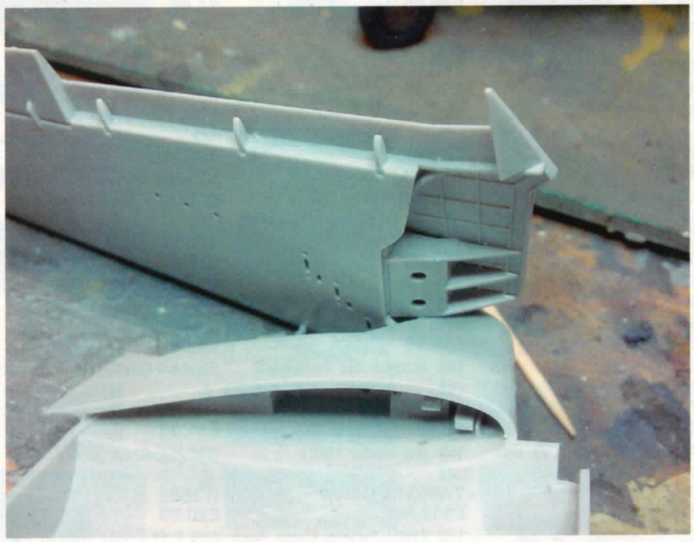
Until such time, this is a very nice Cat indeed, and will allow an attractive and personable model to be made with the characteristic Grumman fold with little or no fuss.

Both of these kits can be highly recommended indeed.

SAMI



The clever design of the fold hinge on the Hellcat's wing allows a safe solid joint, that will still look the part



A view that will be almost impossible on a finished model – in spite of this it still looks good

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AZUR 1/48

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ON THE SIDE

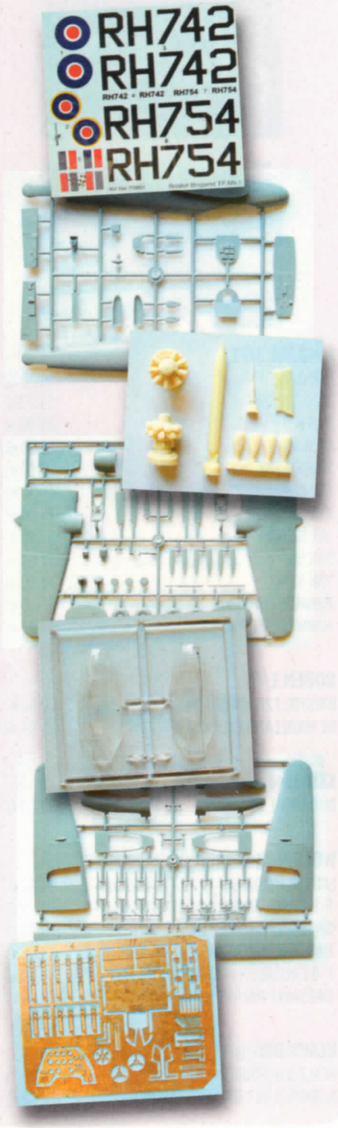
TECHNICAL DATA

Scale: 1/72	Kit No: 72051
Price: £35.99 US$TBC	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 99, Resin 9, Etched 37, Clear 4	
Manufacturer: Valom	UK Importer: Hannants
US Importer: Squadron	

Bristol Brigand TF Mk I

Another unusual twin from Valom, who have a canny knack of kitting less obvious types that modellers seem to crave. The SAMI review team have been round these like wasps to a jamjar. Bet it would scale up nicely to 1/48 too!

SAMI



F-16C Barak

KINETIC **1/48**

Israeli F-16Cs have extensive local modifications, with different avionics fits and higher gross weight than USAF F-16C. This additional weight requires changes in the landing gear and the use of new wheels. The third batch of F-16Cs was fitted with Elta's EL/L-8240 ECM, an internally mounted self-protection ECM, in place of Lockheed Martin's AN/ALQ-178 Rapport III internal ECM. F-16Cs appear to have larger navigation lights mountings on the intake, which might be used to house electronics. As IAF F-16C were received as a substitute for the cancelled Lavi Project, all are fitted with Elisra's Israeli ECM systems and Elbit's flight management computers.

Weapons include AIM-9M/X Sidewinder, AIM-120B/C AMRAAM, AGM-65 Maverick, GBU-24 Paveway III, GBU-31 JDAM, CBU-87 Cluster Bomb, GBU-12 Paveway II, GBU-38 JDAM, Mk 82 Dumb Romb, AN/AAQ-28 LITENING AT.

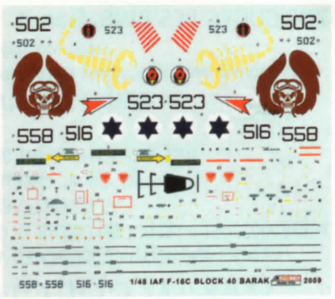
Colour Options:

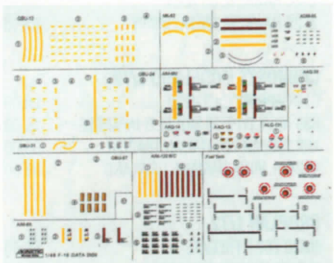
- No. 502,523 - The First Fighter Squadron, IAF
- No. 516,558 - The Scorpion Squadron, IAF

SAMI

TECHNICAL DATA

Scale: 1/48	Kit No: 48012
Price: £29.99 US$23.99	Decal Options: 4
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 425, Clear 25	
Manufacturer: Kinetic	
Available from LuclyModel.com	





BAC Lightning Mk 1A/Mk 2

EDUARD **1/48**

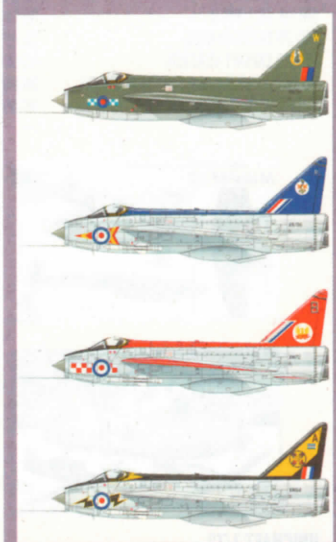
Lightning fans will need no introduction to the plastic in this box, as it is – of course – the unsurpassed Airfix tooling with all Eduard's extras thrown in. And what extras! Colour etch for the cockpit, and the first example we have seen yet of the new ejection seat range – cast beautifully in resin with colour etched parts to enhance it.

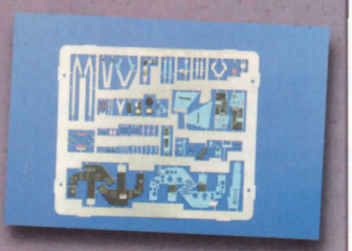
The four decal options are well chosen, and very representative of the colourful markings that typified the Lightning. Hopefully they will do this again with a nice grey F.6!

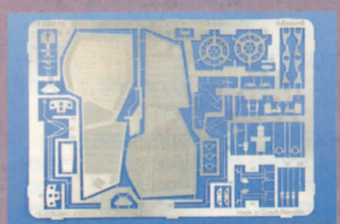
SAMI

TECHNICAL DATA

Scale: 1/48	Kit No: 1134
Price: £56.99 US$94.95	Decal Options: 4
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 109, Clear 10, Resin 4, Etched 114	
Manufacturer: Eduard	
UK Importer: Hannants/LSA	
US Importer: Squadron	







A-4E/F Skyhawk

PLATZ **1/144**

Anything we may have previously mooted about the quality of 1/144 kits nowadays can now be underlined and highlighted with a great big pink marker pen. This latest addition to the growing range of masterpieces from Sweet and Platz combines not only superb moulding and exquisite detail with micro-engineering, but is also of a subject hitherto unavailable in injection moulded plastic to this quality in this scale. With the recent Crusader in the bag, and Revell's masterpieces readily available, it cannot be long before someone tools a Phantom to go with this lot – or a 1/144 carrier to sit them on! This is another two-kit boxing, each featuring two drop tanks, detailed landing gear and a crystal-clear canopy. Markings are provided for VA-192 Golden Dragons, VA-195 Dambusters and NAF Atsugi's gate guard. Instructions are of the exploded-view pictorial type, and if you want one then they are available from HobbyLink Japan at a very reasonable price in the vicinity of US$16.00. How this stuff has avoided mainstream importers to the UK we cannot understand.

● SAMI

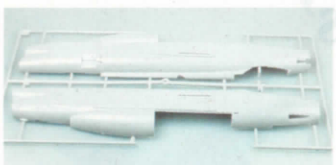
TECHNICAL DATA

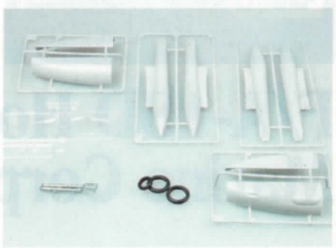
Scale: 1/144	Kit No: PB-18
Price: TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 32 x 2, Clear 1 x 2	
Manufacturer: Platz	
Available from HobbyLink Japan: www.hlj.com	

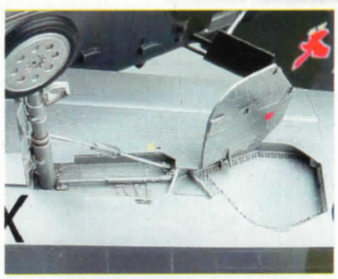
English Electric Lightning F.2A/F.6

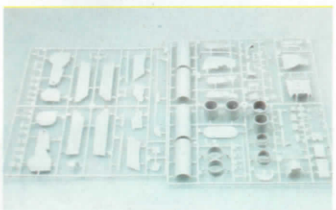
TECHNICAL DATA

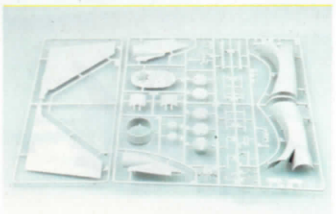
Scale: 1/32	Kit No: 02281
Price: £89.98 US$179.95	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 172, Clear 9, Metal 2, Rubber 3	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	
US Importer: Stevens International	

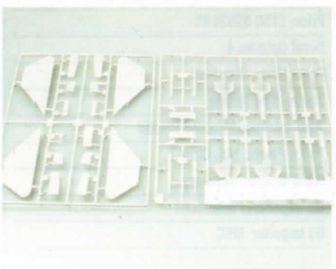












ON THE SIDE

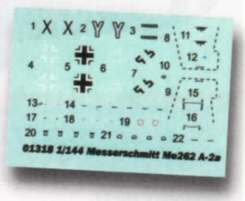
TECHNICAL DATA

Scale: 1/144	Kit No: 01318
Price: £4.28 US$8.95	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 43, Clear 1	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	
US Importer: Stevens International	

Messerschmitt Me 262A-2a

People don't half complain about the cost of Trumpeter kits sometimes, although after Pocketbond pushed out the Swordfish for under £60.00 you'd think folks would be happy. Still, here's a deal. This kit has a detailed engine bay and cockpit, with an optional upper forward fuselage with raised engine access panels moulded on, has a choice of weapon loads – bombs or rocket trays – two decal options, including swastikas, wingwalk markings and stencils, and a tiny little Kettenkrad and towing bar to pose it with. All for under a fiver, or nine dollars if you hail from that part of the world. Whaddya mean it's too small?

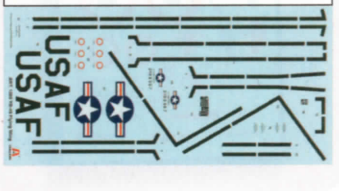
● SAMI



TECHNICAL DATA

YB-49 Flying Wing

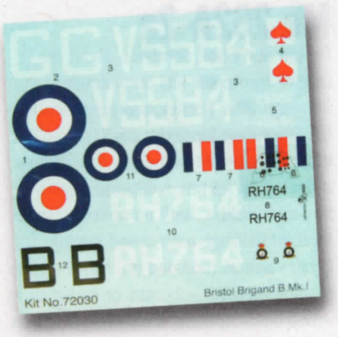
Scale: 1/72	Kit No: 1280
Price: £4.28 US$8.95	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 93, Clear 6	
Manufacturer: Italeri	
UK Importer: The Hobby Company	
US Importer: MRC	



ON THE SIDE

Bristol Brigand B Mk I

Scale: 1/72	Kit No: 72030
Price: £35.99 US$TBC	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 99, Resin 9, Etched 37, Clear 4	
Manufacturer: Valom	UK Importer: Hannants
US Importer: Squadron	



1/72 scale **Nieuport Ni-17**

TECHNICAL DATA

Nieuport Ni-17

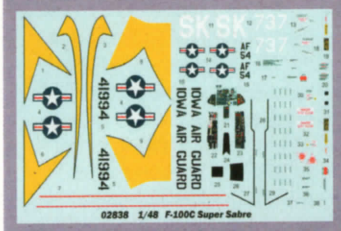
Scale: 1/72	Kit No: 7403
Price: £8.99 US$14.95	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 41, Etched 15	
Manufacturer: Eduard	
UK Importer: Hannants/LSA	
US Importer: Squadron	

F-100C Super Sabre

TRUMPETER **1/48**

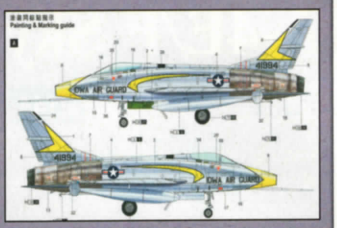
Knives are sharpening all over the globe for this one, but be of good cheer. While it is, to some degree, a scaled down version of the 1/32 kit, it is not an exact copy, and while some of the minor anomalies are carried over, our experts advise us it is a very nice kit. Two decal options are included, and the parts breakdown clearly indicates versions to come.

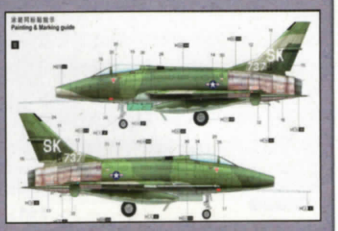
● SAMI



TECHNICAL DATA

Scale: 1/48	Kit No: 02838
Price: £31.98 US$59.95	Decal Options: 2
Panel Lines: Recessed	
Status: New Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 164, Clear 9	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	
US Importer: Stevens International	



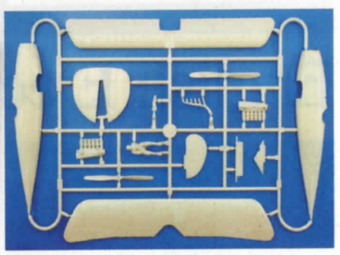


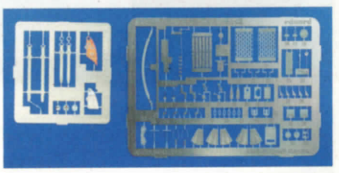
Albatros D.V

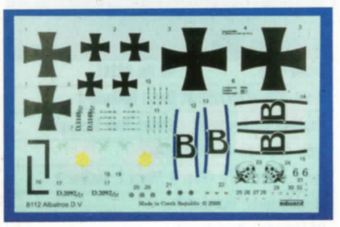
EDUARD **1/48**

Knives are sharpening all over the globe for this one, but be of good cheer. While it is, to some degree, a scaled down version of the 1/32 kit, it is not an exact copy, and while some of the minor anomalies are carried over, our experts advise us it is a very nice kit. Two decal options are included, and the parts breakdown clearly indicates versions to come.

● SAMI







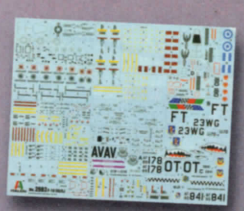
TECHNICAL DATA

Scale: 1/48	Kit No: 8112
Price: £14.99 US$24.95	Decal Options: 4
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 56, Etched 85	
Manufacturer: Eduard	
UK Importer: Hannants/LSA	
US Importer: Squadron	

TECHNICAL DATA

F-16 DG/DJ Fighting Falcon

Scale: 1/48	Kit No: 2683
Price: £4.28 US$8.95	Decal Options: 4
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 413, Clear 13	
Manufacturer: Italeri	
UK Importer: The Hobby Company	
US Importer: MRC	



F/A-18D Hornet 'US Marine Corps'

TECHNICAL DATA

Scale: 1/72	Kit No:12422
Price: £TBC US$26.99	
Decal Options: 4	
Panel Lines: Recessed	
Status: New Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 145, Clear 7	
Manufacturer: Academy	
UK Importer: Pocketbond	
US Importer: MRC	

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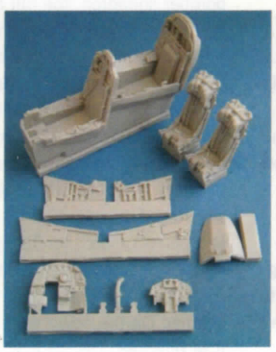

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Spitfire IX

ICM MODELS **1/48**

BY **ANDY BROOK**

ICM's decision to reissue its well-regarded Spitfires with accompanying figures is giving the modeller stacks of potential at bargain prices. The basic model is not new, and has appeared in various guises over the years, but is generally regarded as the best 1/48 late mark Merlin-engined Spitfire on the market. OK, there's a bit of flash, but if you want an accurate model of anything from a Mk VII to a Mk XVI, this is the kit to go for. This particular offering matches a Mk IXc with ICM's equally respected RAF pilots and ground personnel set. There's a lot of plastic squeezed into the end-opening box, and I suspect some of the more slender parts suffered as a result. The box-top artwork gives a hint of how a diorama could be produced from the contents, although the figures in the picture have a distinctly un-English look.

The instructions are not bad, but are generic for every Spitfire produced by ICM. That means they show you every

alternative piece provided (and there are a lot) without actually telling you which one to use for this particular aircraft. Another double-sided A5 sheet gives the instructions for the personnel and equipment. Paint references are for Model Master only.

Construction

If you're using it, construction starts with the engine. Reasonably detailed, the addition of a few pipes and wires will really bring it to life, especially if they connect it to the front firewall. The engine bearers, though, are prone to breaking, so be careful how you fit them to the engine and the fuselage. I had decided, though, to leave the engine out of this build, as I wanted to depict the aircraft bombed up and ready to go. Without the engine, the fuselage is a bit flimsy at the front end, so I used the firewall for a bit of internal strengthening. I also stuck some scrap plastic card inside the front fuselage halves to give something to which I could attach the exhaust stacks at the end of the build.

There's quite a lot of detail in the cockpit, which really comes to life with dry brushing over the basic coat of interior green. The iconic Spitfire round spade grip on the control column is,

TECHNICAL DATA

Scale: 1/48	Kit No: 48801
Price: £14.99	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 232, Clear 7	
Manufacturer: ICM Models	
UK Importer: Creative Models	
US Importer: Dragon USA	

bizarrely, square and needed rounding off with a file. Once assembled, painted and with seatbelts from wine bottle foil, the cockpit fitted perfectly from below into the joined fuselage halves.

Although I realised it later, I must confess to having made a mistake with the build at this stage (I blame the instructions...). Relying on the ICM colour guide, I had fitted the early type of small carburettor intake. Although not completely conclusive, later research on the Internet suggested that this aircraft probably had the larger style. Unfortunately, ICM's larger intake is integrally moulded with the fuselage parts, so replacement wasn't easy. I delved into the spares box and fortunately came up with a part from the Airfix Mk IX and modified that to fit.

ICM provides the option of fitting guns inside the wings, while the fit of the wings themselves to the fuselage was pretty near perfect with only a little filler needed to blend it into the rear fuselage. Care needs to be taken when attaching the separate wing tips, as the fit is a little imprecise.

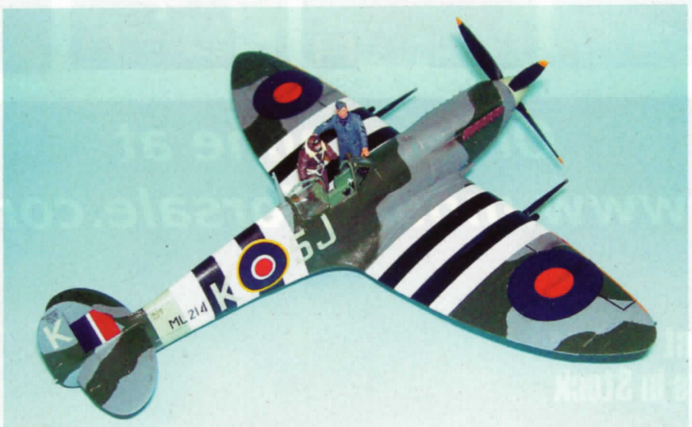
Final items are the propeller and blades, which had some flash around the tips, and the undercarriage. Having made a few of these kits now, I knew to be careful with the main undercarriage legs. They are a very tight fit into their locating slots and it is very easy to break the leg, so watch out and take suitable precautions.

The cockpit canopy comes in reasonably clear plastic, although it is rather brittle. Unlike many Spitfire kits, the sliding hood does actually fit correctly in the open position, without the need for bending or scraping away any plastic, which some might regard as a major advantage.

Colour Options

Only one option is given, ML214, 5J-K of 126 Squadron, the personal aircraft of its CO, the Greek-Rhodesian ace Sqn Ldr Johnny Plagis. Although the basic colour scheme is the standard Ocean Grey/Dark Green/Medium Sea Grey, the black and white invasion stripes (although a time-consuming business to mask and paint) are really striking. Given it was the 65th anniversary of D-Day this year, it seemed appropriate to go with it.

I weathered most of the airframe as usual, but left the invasion stripes pristine, to represent the first mission on D-Day. As 126 was a fighter-bomber squadron, the full bomb load seemed appropriate. Watch out though – ICM's colour suggestion replicates the port side camouflage pattern on the starboard, which is unlikely to be correct. The decals went on very well, being less fragile than other ICM offerings I've dealt with, with no silvering. The colour of the code letters is a perfect match for Tamiya Sky, so I recommend using that manufacturer's paint for the fuselage band and spinner. On the down side, like many ICM offerings, the stencils are indistinct and basically useless, so were replaced with some spare Airfix equivalents.



The Figures

The extras in the box are the personnel and equipment, made up from eighty-five parts. These are not new either but they are excellent, and worth the cost of the kit in themselves. You get two walking pilots, one in his life jacket, re-living his last dogfight, and one with his Irvine jacket slung nonchalantly over his shoulder, a pilot in full Irvine flying suit, clambering into his cockpit, a WAAF officer, two airmen, a kneeling warrant officer and a dog - breed unclear, but it looks like a red setter - as well as oxygen bottles, a workbench, a step-ladder, a couple of jerry cans and a wing support trestle. The uniform and detail on the figures is beautifully moulded and will come alive with careful painting.

Now I'm no expert on RAF uniforms, but I'd say, judging by the 1936 pattern flying boots and service dress, that they're more suited to a Battle of Britain scene than D-Day. However, one of the airmen is in battle-dress, which might suggest a later date in the War. But I'll stop there, as, when I elaborated on this theme, my son (whom I must thank both for his tips on figure painting and for the Warhammer bases they're all standing on) was muttering 'anorak'. Let's leave it that they're pretty great models, and, with lots of patient painting, really look the part. If I have one quibble, it's that the pilot's top button isn't undone in true fighter pilot fashion... OK, I am an anorak.

The equipment provided also paints up well and will be ideally suited to any RAF diorama. I mounted the kit's engine on a scrap-built balsa stand, suitably embellished and painted, and with some old Airfix Mk V exhausts, to give an impression of the sort of diorama which might be possible.

Conclusion

This is a fantastic kit of a fantastic aeroplane, made even better by the addition of the RAF personnel and equipment. It's not a straightforward build, mainly because the modeller needs to work out exactly which parts are required for which mark and sub-mark of Spitfire. It builds into an impressive model straight from the box, and, although a choice of decals would have been desirable, there are plenty on the after-market scene if you want something different. At £14.99 in the UK, this package is great value.

SAMI

Sikorsky HH-60H Rescue Hawk (Late Version)

HOBBYBOSS **1/72**

BY **DAVID HOLMAN**

TECHNICAL DATA

Scale: 1/72	Kit No: 87234
Price: £10.99	Decal Options: 1
Panel Lines: Recessed	Status: Revised Issue
Type: Injection Moulded Plastic	Parts: Plastic 114, Clear 1
Manufacturer: HobbyBoss	UK Importer: Creative Model
US Importer: Squadron	

The much talked about influx of Seahawk variants from this manufacturer have finally arrived and this kit is of the late version HH-60H Rescue Hawk with the gimble mounted AN/AAQ-16 FLIR sensor, life raft pod, various antenna fittings and Penguin missile. The kit comprises five grey sprues, and one clear, showing recessed detail. To allow for the other Hawk variants, it is evident that not all of the parts featured on the sprues are needed to build this particular version. The instruction sheet is to the usual format for HobbyBoss, including exploded assembly diagrams and bi-lingual text. The paint references on the separate painting and decal guide are for Mr Hobby with useful references for other popular brands also featured. The decals offer options for two US Navy Combat Search and Rescue (CSAR) machines in Light Ghost Grey.

Construction

This starts with the cockpit and cabin, the instruction sheet indicating clearly the various holes that have to be opened up on the cabin floor for the specific seating arrangement of the HH-60H. The main cockpit features armoured seats, cyclic controls and instrument panel. Strangely, as with this manufacturer's Lynx variants, no collective controls are included and these will have to be added from scrap. The cabin seats have fine belt detail but the colour details are not indicated so will have to be researched for accuracy. The main cabin unit fits into one half of the fuselage very snugly and following this assembly, the rest of the model is quite rapid. There is no need for any nose weight due to the undercarriage arrangement of the Hawk series. The exhaust units for the two General Electric T700-GE-401 turbofan engines are a complex affair comprising five parts. Although accurate in detail, a dry fit of the assembled units is recommended to ensure that these sit correctly before being glued in place as they appear to be slightly under scale. I found a need for filler on top of the front engine housing and under the cabin. The main undercarriage struts fit into recessed wells under the fuselage instantly supporting the model.

As expected there are quite a few external attachments such as the AN/ARN–148 Omega/VLF navigation aerial, M-130 Chaff/Flare dispensers, AN/ALQ-144 IR Jammer, AN/AAR-47 missile warning system and a rescue hoist. I decided to leave off the various laser/radar warning receivers and other aerials until the main painting and decalling was completed as these are quite fragile in this scale. This is also recommended for the side mounted 50 cal Miniguns to avoid damage during further handling of the model. The rotor blades represent the titanium covered type with the angled tips typical for this machine and more experienced modellers may choose to place these in the folded position, which can be executed without too much difficulty. The complete rotor unit can be detached allowing for storage of the model.

The externally mounted ordnance consists of one AGM-119 Penguin anti-ship missile on the port side and the life raft pod for the starboard side. These are fitted as standard for the CSAR role that this aircraft undertakes.

Colour Options

According to the painting plan, the model is finished in ghost grey (FS36375). Both options are US Navy aircraft, 616 of HS-15 Red Lions and 617 of HS-7 Dusty Dogs, both units aboard the *USS John C. Stennis*. As most US Navy Seahawk variants now display a three-tone grey finish you will have to check photo references for the accuracy of the colour scheme used on the featured aircraft. For this review, I stuck with the plan and used XA1136 Light Compass Grey to finish my model as 617. The decals are of good quality in both colouring and register and applied well using the Microscale Sol/Set system. As well as the main markings, there are also a number of stencils to keep you busy for a few evenings. An alternative decal sheet for this model will be available soon from Authentic Decals of Ukraine through olimpmodelgroup.com.

Conclusion

The finished model measures out accurate enough when checking with an Online scale converter and sits correctly according to the centre of gravity of the actual aircraft. This kit can be recommended for its ease of assembly and accurate attention to detail, meeting the requirements of both experienced and new modellers of helicopters. Hopefully, HobbyBoss will continue with this trend and do all the MH-60 Blackhawk/Pavehawks for next year. So, how many different 1/72 Hawk variants from this manufacturer can you fit on a club table? Enough to start a new IPMS SIG I think!

SAMI

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Eurofighter Typhoon

Tornado GR Mk.1 'RAF'

Junkers Ju 290 A-7

Eurofighter Typhoon 04783
1:32 Scale/Year 1998
With extreme manoeuvrability and 2x9300kp engines pushing it to speeds of up to 2160km/h, the Typhoon is one of the world's most high performance combat aircraft. Features decal options for RAF versions.

Tornado GR Mk.1 'RAF' 04063
1:144 Scale/Year 1979
The Tornado is one of the most multifunctional weapon systems at NATO's disposal. With the option of 2 additional fuel tanks, it has the ability to engage on long range missions into hostile airspace.

Junkers Ju 290 A-7 04285
1:72 Scale/Year 1942
Developed directly from the Ju 90 airliner and with a range of over 3000km, this high altitude maritime reconnaissance aircraft was adapted for military use to track convoys while remaining out of range of enemy fire.

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XB-70 Valkyrie

ITALERI **1/72**

BY **GEOFF PIKE**

TECHNICAL DATA

Scale: 1/72	Kit No: 1282
Price: £29.99	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 74, Clear 2	
Manufacturer: Italeri	
UK Importer: The Hobby Company	
US Importer: MRC	

I was delighted to get the review sample of this kit, having always fancied a go at the original AMT issue years ago, but prevaricating as usual until they all disappeared. This new boxing is attractively presented in a large lid and tray-type box with lovely boxart, and some colour photos and artwork on the underside. Inside are six sprues and seven large individual light grey mouldings, plus one clear sprue, a large fold-out instruction page and a crisp-looking decal sheet.

Only two of these beautiful aircraft ever flew, a third being started but never completed. Originally conceived as a high-altitude bomber, the project was severely curtailed by the Eisenhower administration, then cancelled by John F. Kennedy and Robert Macnamara before the first flight. The two aircraft in advanced stages of construction were finished but became high-speed research vehicles.

Construction

Construction starts with the cockpit, represented by a fairly basic tub with an instrument panel, control yokes and a pair of unusual clamshell ejection seat systems capable of fully enclosing each crew member in case of emergency. The system included oxygen, pressurisation, basic throttle controls and a small window so that the aircraft could be kept under control with both crew members fully encapsulated, ejection being effected if the situation became hopeless. Designed for a crew of four, seats were never installed in the rear EWO compartment, the aircraft always flying as two-seaters. Instrument and console panels are supplied on the decal sheet. I painted the cockpit medium grey, and the seats a lighter grey with orange cushions 1950s style. Very little can be seen once the nose section is assembled and the windscreen put in place, a great comfort to us average modellers!

Next step is to assemble the large upper and lower wing sections, but although I was as careful as I could be to align and fit these tightly together along their central seam, the forward nose and fuselage section was a loose fit in the upper wing recess, requiring a smear of filler all the way around. The large main fuselage body fits neatly underneath the wing section after adding some intake trunking, and the impressive six-nozzle engine exhaust assembly can be installed. Now we' re in Starship Enterprise country!

The outer wing sections can be positioned hinged down to the maximum 65 degrees anhedral to 'surf' the Mach 3 shock wave, and had an intermediate 25 degrees anhedral position for lesser speeds, not catered for in this model. The full 65 degree deflection is not possible with the undercarriage down. The alternative is the undercarriage down, five degree outer wing dihedral, which I adopted.

I used silver for the undercarriage legs, doors and wheel wells; even the tyres had a metallic heat-protective coating although I left the tread footprint area in tyre black to indicate a bit of wear. Add the tail fins, canard foreplanes and the nose probe and that's about it. I did cut off the slightly crude blade aerials before assembly and replaced them with plastic card aerials and stretched sprue probes after painting was complete.

Colour Options

Unfortunately Hannants haven't produced TSR.2-style alternative marking sheets for the XB-70, (I wouldn't mind an RAE Raspberry Ripple example), so we have two large white options.

•1) 20207, the second aircraft, as she appeared around the time that she was lost in a fatal mid-air collision with an F-104 during a photo-shoot in June 1966 in overall gloss white.

•2) 20001, the first aircraft built, as she appeared at the end of her career, having been handed over to NASA, and carrying the appropriate nose badges and fin bands, also gloss white overall.

The large natural metal area (F-15 style) under the rear body applied to 20001 for her first four flights only, during which a lot of white paint peeled off and she was repainted to a higher standard, the belly titanium areas being subsequently white-painted back to the engine exhausts. I wasn't sure about the black panel decals (21 and 22) supplied for the upper body, but decided to put them on anyway.

Conclusions

This is a large model with relatively few parts. It's more spectacular than detailed, and needs a bit of filler here and there. I'm pleased that Italeri have reissued the AMT kit, giving me the opportunity to have a go at it, but be warned, you need a large shelf to display it. I've pictured it with a Hasegawa F-104 in Superscale NASA markings for comparison purposes. To paraphrase one of our famous poets, 'I've measured it from side to side, 'tis three foot long and two foot wide'…

SAMI

Fokker E.V Weekend Edition

EDUARD **1/48**

BY **COLIN PICKETT**

TECHNICAL DATA

Scale: 1/48	Kit No: 8480
Price: £14.50	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 67	Manufacturer: Eduard
UK Importer: Hannants/LSA	
US Importer: Squadron	

Eduard's Weekend range of kits continues to grow and whilst they represent a reduced level of detail and options in respect of etch, masks and decals, don't think for one second that they have skimped on quality.

Presented in Eduard's standard Weekend style box with colour pictures of the aircraft on the top, the light beige parts are very crisply injected with fine detail. A comprehensive decal sheet gives stencils along with markings for one aircraft, that of 38-victory ace Oberleutnant Theo Osterkamp, whilst in command of Marine Feld Jagdstaffel II in Belgium during 1918

Construction

With this sort of kit I normally kick off with a good painting session, wood graining parts that need it and painting the fabric colours for the internal surfaces, before moving onto actual construction. It's worth noting at this point that the instructions are excellent, with clear pictures and colour callouts in Mr. Color paints at every stage.

Construction starts with the cockpit, in this case the fine framework of the fuselage - forming the bulk of the work - was stuck together using superglue to reduce the waiting time. I used a set of etched WWI seatbelts from my spares box, just to add a little extra detail through the visible cockpit aperture, but apart from that the kit isn't really lacking anything else as the decals provided the extra detail. I was actually pleasantly surprised at the amount of detail provided for the cockpit on such a low cost kit.

The kit's engine is a jewel, with careful paint washes and dry brushing bringing out the fineness of the parts prior to installation.

The propeller was painted light brown before having stripes masked onto it to

Eurofighter Typhoon

TRUMPETER **1/32**

BY **TOM POTTER**

TECHNICAL DATA

Scale: 1/32	Kit No: 02278
Price: £99.98	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 343, Clear 7, Rubber 3, Etched 10	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	
US Importer: Stevens International	

Before starting on this kit I took it along to my club, the South Lincolnshire Association of Modellers (SLAM), to get their comments. I have to say it didn't go uncriticised, particularly from the contingent serving at RAF Coningsby. Comments were rife about the surface finish, especially, the rivet detail.

Construction

Construction starts with the cockpit tub, and I used Xtracolor Dark Admiralty Grey for the interior. Instrument panels and side consoles are provided as decals, however, I didn't apply these, using them instead as a guide to the colours to paint the various knobs and switches. The display screens were painted black, and overcoated with Micro Scale Kristal Klear to represent the screens as they would appear with the aircraft at rest.

The ejection seat comes in seventeen parts together with some photo-etched seat belts, and builds into a reasonable facsimile of the real thing. I painted the seat with Humbrol 67 with a few drops of black added. The seat pads were painted with White Ensign Models Zinc Chromate Green. Finally, a dry brush

with light grey finished it off. I chose not to install the radar or the avionics bays.

Trumpeter would have you attach the fore-planes at this point; I chose to leave these off until later as they are just asking to be knocked off in the following stages of construction.

The undercarriage follows next and this builds up quite nicely, even having some moulded-on wiring detail on the main legs, something I've never seen before. Next up are the undercarriage bays and installation of the intakes and engines. There are no colour call-outs for the undercarriage, but the legs were sprayed with Xtracolor Light Aircraft Grey and I sprayed the bays with gloss white and picked out the cable detail in black. Likewise the intakes were sprayed gloss white.

Now it's on to the fuselage and I noted that the APU outlet, which is positioned about half way down the port side of the fuselage, needs to be drilled out to avoid having a blank space where there should be quite a noticeable opening. So the opening was chain drilled and opened up and a piece of drinking straw cut off at an angle was placed in the resulting hole and the interior painted black. I chose not to attach the PIRATE pod as ZJ917 did not have one until it was upgraded to FGR.4 standard and allocated to 3 Squadron.

Part F3 needs to have its top mating surface rubbed down in order to eliminate a large step at the rear where it meets the wing leading edge. Also, I filled the cannon port with a length of plastic rod and sanded this to shape. This was because the cannon port is covered with a frangible cap and would not be exposed unless the cannon had been fired.

At this stage it's possible to mount the canards, which were left off earlier, and all the dangly bits. I chose to have just the under wing tanks and no weapons fit. This is when I realised that you are not provided with a complete weapons fit. Although the decal placement sheet shows all the weapons these are not actually provided - they even provide decals for some of the absent items. Just as well I didn't want to mount them!

Colour Options

Painting was a case of applying Xtracrylix XA1017 Barley Grey all over, while all leading edges and the radome were finished with Tamiya XF25 Light Sea Grey. On reflection, instead of the Tamiya colour I would use Barley Grey with a touch of black added as XF25 is much too dark for these areas.

After leaving the paint to dry for 24 hours, I then buffed it up with a polishing cloth prior to applying the decals. There are several areas where these could be improved - for a start, stencils are black instead of grey and this stands out like a sore thumb, while there are also some weird and wonderful spellings. Two options are provided - ZJ917/AE, of 17 Squadron, and a Luftwaffe machine coded 30+09.

For the final finish I mixed equal amounts of Humbrol Matt Cote and Satin Cote in an attempt to replicate the finish of the real thing.

Conclusion

Although I have not been generous in my comments on this kit, it does build into a reasonable representation of the real thing, and is an imposing model when viewed in its finished state. But, Trumpeter will have to look out when the Revell kit comes along.

● SAMI

represent the wooden laminations. A coat of Vallejo wood was streaked on and allowed to dry, and then the masking was removed before the whole thing was painted with the Vallejo paint to give the wooden effect I wanted. To give the model a bit of life I carefully separated the tail surfaces and deflected them downwards to represent an aircraft at rest.

The kit comes with two main wings, and whilst I struggled to tell them apart, I'm reliably informed that one has a flat surface whilst the other has a lightly rippled effect to represent that of a plywood skinned wing…I'm still looking.

Colour Options

Whilst the wing is supposed to be finished in solid olive green I choose to paint mine with a slightly streaky finish as I felt that this is more representative of the finish in this era. Likewise, all painting was done with a 'hairy stick' rather than an airbrush as this again added a period feel to the model for me.

The fuselage was closed up with only a small amount of filler being needed to hide the seams, then masked up and painted. There is one decal option supplied, as is the way with Weekend kits, Osterkamp's black and yellow striped machine. One thing that can be said for German aircraft from WWI is that they certainly were colourful!

The only part of the construction process that caused me anywhere near concern was the fitting of the parasol style wing on the fragile looking struts, however a little patience revealed that like many things this wasn't as bad as it looked and Eduard have done their best to ensure a decent fit. I approached this part by turning the project on its head and fitting the fuselage to the upturned wing rather than trying to balance the wing on the struts. Likewise the undercarriage requires a little care to install properly, however once in place it is certainly strong enough.

Finishing

Rigging is kept to a minimum on this kit, with just a couple of bracing wires to the undercarriage to be added, along with wires to the control surface horns, which I represented with stretched sprue.

The addition of the sticky-out bits, like manoeuvring handles completed the model

Conclusion

I don't think I'd be able to manage to do this kit the justice it deserves in a weekend, however it certainly looks the part when the extra effort and time is put in. Value for money it certainly is, as the quality is excellent, the fit as good as any of the other new kits in the Eduard range and the finished model certainly looks the part. I have no hesitation in suggesting this kit as a good starting place for any WWI model collection, as it's a good place to practice the modelling skills that you'll need on more complex models. But don't think this kit won't offer anything to the more experienced modeller too, as there is plenty to challenge your skills here.

The regular Eduard Fokker E.V was released a while ago and came with several decal options, and this would also be a good place to use those spare decals too if you happen to have them lying around.

● SAMI

A-6E Intruder

ITALERI **1/72**

BY **GEOFF PIKE**

TECHNICAL DATA

Scale: 1/72	Kit No: 041
Price: £13.50	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 108, Clear 5	
Manufacturer: Italeri	
UK Importer: The Hobby Company	
US Importer: MRC	

This is simply a re-release of the original Italeri boxing, with a 'limited edition' label on the front. It comprises two sprues of fairly soft light grey plastic, a transparent sprue with the separate windscreen and sliding hood, a smallish decal sheet and a foldout instruction sheet. The mouldings are fine, although rivet and panel detail is fairly heavily engraved.

Construction

Construction starts with the neatly detailed cockpit, the four-part Martin-Baker GRU-7 ejection seats being particularly good representations. The instrument panel is presented with raised moulded detail, but no instrument panel decal is provided, so a steady hand with a fine brush is required. I hand-painted details in light grey and black as best I could with the old Detail and Scale propped up in front of me. Flat-faced mouldings for the engine front fans and exhausts are installed, then

the fuselage halves plus three separate belly sections are assembled, and all go together well. The nose is a separate roomy cone, with plenty of space for the 20g recommended to prevent a tail-sitter. Engine air intakes and splitter plates are supplied as separate parts, as are the fold-down cockpit access steps on both sides. The mainplanes are moulded with a wing-fold option, simplified end plates being supplied for this, along with locking bars. This does mean that careful joining is necessary for a spread wing assembly. The undercarriage is a sturdy representation of the real thing, doors and wells having neat moulded details.

Windscreen and hood are provided as separate parts. The large clear hood can be fitted in the slid-back open position, but even my usual trick of putting the crew in won't cover up a lack of effort in detailing this large roomy cockpit. I borrowed a crew from a Fujimi kit anyway, and suitably decorated their skid-lids. I always remember the memoirs of one USN flight crewman who affectionately recalled that Carrier Flight Crew status was like being a member of a well-disciplined motorcycle gang!

External stores supplied include a centre-line belly fuel tank, two six-point multiple ejector racks with four Rockeye cluster munitions to hang on each of them, and two High-speed Anti-Radar Missiles (HARMs) with launch rails.

Colour Options

Two options are supplied, the same as the original boxing:

- 1) VA-36 Roadrunners, USS Theodore Rooesvelt 1993 (Lo-Viz greys)
- 2) VMA(AW) 332 Moonlighters 1993, (More lo-Viz greys)

Unfortunately I find that painting USU or USMC aircraft in scruffy greys is too depressing, although the decal sheet is fine. Why would anyone do that when there are scores of gloriously-coloured grey/white schemes to complete? To avoid mental anguish I finished the model as an early A-6E of VA-65 Tigers with a short-lived scheme of orange racing stripes (Circa 1975) from an old Superscale sheet. This aircraft was a brand-new build - some A-6Es were converted A-6As - pre-dating HARM armament, and not yet fitted with the undernose Target Recognition and Attack Multisensor (TRAM) turret, which is supplied in the box. On a very minor rivet-counting sort of point, when TRAM turrets were fitted, the navigation light shown moulded on the forward nose door was relocated under the forward belly.

Conclusion

A good solid effort from Italeri, and an enjoyable build, and it's nice to see it being reissued, although I wouldn't have minded seeing a new brighter-coloured decal sheet for all us USN fanatics.

SAMI

BAe Hawk

AIRFIX **1/72**

BY **GARY JARMAN**

TECHNICAL DATA

Scale: 1/72	Kit No: 03073
Price: £7.19	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 100, Clear 6	
Manufacturer: Airfix	

When I started making models as a kid I was building Airfix kits. After a break of about twenty years I picked the hobby up again and bought a few more of the same brand, but it seemed the company had not moved on, so I switched to kits that seemed less dated, from other manufacturers.

When this kit arrived for review I was really I mean really - pleasantly surprised. Instead of the usual flimsy and almost dull boxing that I've come to associate with Airfix kits I found myself holding a bright, colourful, dare I say, modern-looking, box. The good impression continues inside. There's a glossy, folded, A3 sized sheet of paper with the colour schemes and decal placements, an A4 booklet with standard Airfix-style instructions and at the bottom of the box, a fantastic decal sheet.

Construction

I started the build straight away, and commenced with the cockpit. Here we get a mix of old and new look Airfix. Plenty of flat pieces of plastic for the cockpit tub, with decals for the instrument panels and some finely moulded detail for the sidewalls. The fuselage goes together easily and the cockpit assembly fits in with no problem however I had problems getting the spine (part 14A) to fit easily and had to file part of the rear cockpit bulkhead down.

There is space between the front

wheel bay and the cockpit for adding noseweight, which I thought was a really good touch. The instructions suggest using 5g of weight, I managed to squeeze in 3.5 of my fishing weights and then I put an additional gram right in the nose and hid it behind some putty.

The nose wheel bay is basically the empty nose. There is some raised detail provided here but the main wheel bays are, I think, too shallow although they too have some nice detail.

The jet exhaust is blanked off with no detail, as are the intakes, and the airbrake can be modelled open or closed. I modelled mine closed. It does require some care to get the part to fit decently and then you need to do some filing and filling.

Overall the parts go together extremely well with just a little filing required to smooth out some joins. The few gaps that I encountered were easily filled with thick paint (I have to use my old paints for something).

The kit comes with a number of drop tanks, a gun pack and some wingtip missiles.

Colour Options

I chose to model the demo version and I believe this kit is a pretty accurate representation of that aircraft. I have seen postings on a model forum claiming that the kit does not include the pitot tubes on the nose area of this aircraft, but. I

F-22A Raptor

HOBBYBOSS 1/72

BY CLIVE DUCKWORTH

TECHNICAL DATA

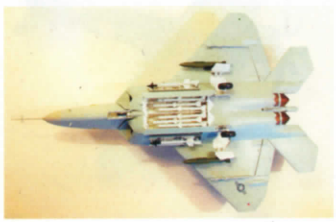
Scale: 1/72	Kit No: 80210
Price: £8.99	Decal Options: 2
Panel Lines: Recessed	Status: Revised Issue
Type: Injection Moulded Plastic	
Parts: Plastic 128, Clear 1	
Manufacturer: HobbyBoss	
UK Importer: Creative Model	
US Importer: Squadron	

Whoever decided to name this design the Raptor got it right as it does look as if it's out to get you! The HobbyBoss kit does not disappoint and succeeds in building up into a very nice model of this spectacular aircraft.

The kit comes in a top-opening box with great cover art to catch your attention. Inside you get three poly bags containing four light grey sprues; the clear parts have their own poly bag, as does the decal sheet. The instructions are in fold-out form without numbered stages but are not difficult to follow, and there is a separate sheet for painting and decalling. In all there are a total of 130 parts, nicely moulded, no flash, and good detailing throughout.

Construction

The build starts in the cockpit with eleven parts and there is a decal provided for the instrument panel. You'll need to look ahead in the instructions regarding the hydraulic strut for the canopy as it is positioned to fix to the canopy clear part as well as to the rear of the seat. The three well-detailed weapons bays are constructed next, followed by the thrust vectoring nozzles. I had some difficulty in working out how these should fit and in the end did some cutting and filing to get them looking accurate. The wheel wells, (again good detail), air intakes, flaperons, and jet pipes slot in, and then with the assembled cockpit you get to fix the top fuselage to the bottom. You don't need any nose weight as the kit has a forward centre of gravity.



Now you get to make up and paint the weapons. Included are two AIM-9 Sidewinders, six AIM-120C AMR air to air missiles, and two 1,000lb JDAM bombs. You don't, as suggested on the box, get the Gatling gun. You need to paint all these and the bays first as the weapons bay doors obstruct easy access.

The wheels and undercarriage legs are fitted next. I could have done with slightly better demarcation between the tyre and wheel rims for painting purposes as it's a 'done by eye' job, but now you're on the home straight with just a few remaining parts to add, perhaps most noticeably the vertical and horizontal stabilisers. Note - the pitot tubes identified in the instructions as parts A18 and A19 are really D18 and 19.

Final parts are the rather prominent but not usually fitted, nose probe, excellent clear canopy, HUD, and a plate fitting to the rear of the canopy. I fixed this last item to the cockpit rather than the canopy having test fitted where it would sit. The canopy does have rather large slots cut for the plate which have to be filled, but otherwise it's very clear and a good fit.

Colour Options

The separate colour instruction sheet gives the painting guide for five paint brands including Humbrol, Mr Hobby, Vallejo, Model Master, and Tamiya. Mostly it's grey and in 'Humbrolspeak' translates into 127 US Ghost Gray, 128 US Compass Gray and 129 US Gull Gray. The decals are very good and number around forty. You only get one option, and it is not identified on the instructions but I think from the tail code it is from the 53rd wing, 422 T&E Squadron based at Nellis AFB.

The instructions suggest you paint the canopy smoke grey, but a tiny drop of black food colouring in Klear does a better job. I gloss-coated the decal areas before applying to avoid silvering, and when they were dry covered the whole plane with a coat of matt varnish

Conclusion

Well, I'm satisfied with the end result, despite some small issues such as the fit of the thrust nozzles, a bit of filler at the air intakes, filling the slots in the canopy and, I think, slightly incorrect main undercarriage legs which should angle out more. Overall the parts fit was very good as was the level of detailing. Thanks HobbyBoss for another great kit, well worth investing time in.

SAMI

have found photos that show the actual aircraft with and without these tubes. I would suggest that you get some photos of the aircraft you plan to model and work to those.

The only inaccuracies I found were that the kit has a HUD for the rear seat. The actual aircraft has some form of square display here. It's easily resolved by just filing off the raised portion of the rear HUD. Also, the ejector seats didn't look quite right in that the head rest cushion was too curved on the kit whereas the photos I have show it to be flat. Again, this is easily resolved, just fill the curve with putty.

Two pilot figures are provided with the kit but they look a little too small and would require a scale cushion or two to sit on to see over the dashboard.

There are three versions offered, Indian Air Force, a BAe Systems Mk 128 and the BAe Systems Mk 120D demo aircraft. As mentioned above, I opted to build the demo version.

You need to think ahead when building this version and leave many parts off until you've put the decals on. Things like the wing fences, the various antennae and the tailplane root vanes must all be left off. The main colours are described as silver and aluminium. I read that these are actually custom colours and to me they look like light grey and dark grey with a lot of silver. I followed my instinct and mixed 50% silver and 50% light/dark grey for the two colours.

Here's where an element of luck came into my build. You need to mask the kit so that the demarcation line between these two colours will fall beneath one of the kit's decals. Some of these black decals are narrow so you need to get your masking right (I didn't, but had planned to fix any errors once the decals had been put on.).

Sadly the decal sheet was very brittle and cracked pretty easily. To minimise the impact of this I tried to think where the decal was going to wrap over kit parts and where there would be folds and bends. Then I made little cuts on the edge of the decals in those areas before I soaked them. This helps make for smoother folds on the kit. I also found that it helped to cut the larger decals into smaller parts and fit them together jigsaw style. They do react, reluctantly, to MicroSet and MicroSol although I needed a lot more MicroSol than usual to get the decals malleable enough to be able to wrap any overlaps. I also found that when putting a top coat of acrylic gloss varnish to seal these decals in they were almost liquid repellent and the varnish pooled.

I've used the kit decals on this build because I didn't have any suitable items in the spares box, but in reality the kit supplied sheet would need to be replaced. The 'Do Not Step' crosses on the wings, and the tail flashes were all out of register as well, and at this point I gave up applying decals. Looking closely at the sheet, any decal that had a white background was out of register. My suggestion would be to mask and paint all the black areas on the kit and source some decals from the spares box for the roundels and stencils. The white decals,aircraft serial number and the HAWK logo, are fine as provided.

Conclusion

This is a fantastic little kit and Airfix are definitely on the right track with releases like this. The mouldings were crisp and there is some nice fine detail on the parts. But there are some features that hark back to Airfix of old. Why do they have some finely moulded detail on the inside of the cockpit walls and then provide flat plastic for the rest of the cockpit tub? The kit went together really well and I'd recommend it to anyone, beginners included.

Sadly the decals let this kit down very badly. The breakdown of the black parts is really well thought out, but that doesn't help when the decals are so brittle they crack easily. And then, having struggled with those you get the out of register decals which cannot be used. Decals aside this is a brilliant kit and I will be buying some of these as I plan to build a SAAF version and would still like to do a decent version of the demo aircraft.

SAMI

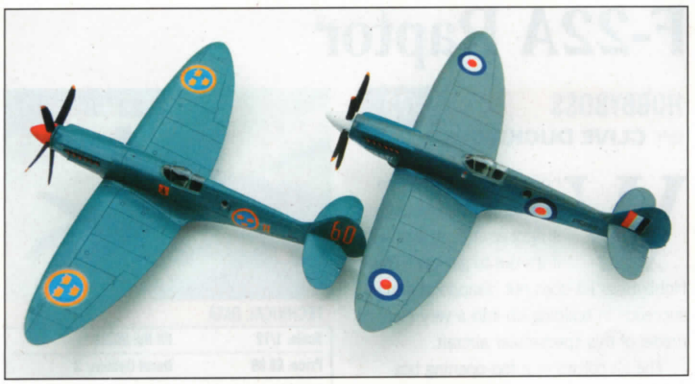
Supermarine Spitfire PR.19

AIRFIX **1/72**

BY **ALEC SMITH**

TECHNICAL DATA

Scale: 1/72	Kit No: 02017
Price: £5.69	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 39, Clear 5	
Manufacturer: Airfix	



First of all you are greeted with one of Airfix's new style red lid-and-base boxes, with computerised arwork on the lid. I for one like the new boxes, as the info provided is always useful, lid box always better, and whilst the older box arts were excellent, the new style are very striking, eye-catching images. On opening the box you are confronted with several very cleanly moulded sprues, a nicely printed decal sheet, instructions, and a full colour four-view paint and decal plan for each option. So far, very good.

Construction

For me the build went very smoothly, all of the parts being cleanly moulded, with very reasonable detail. A good cockpit is provided, that fits together very well, while for those who like to add details, there is some scope, including adding cameras behind all of the ports. I personally found that having them excluded from the kit was no real loss, as the portholes do not enable much to be seen.

The five-blade prop fitted together well, with good secure locating points, and though the undercarriage legs are moulded directly onto the main gear doors, the detail is clear enough to enable the more experienced modeller to paint them up nicely. What has been done to help all builders is that the locating pins and holes are square in section, and a snug fit, enabling everyone to get the sit right.

The final wing and fuselage attachments also went without a hitch. All in all, after pre-painting the smaller parts, I was able to assemble two of these together in a couple of evenings.

Colour Options

There are two options given in the kit, one for PS888, which flew the last operational RAF Spitfire sortie in 1954 and the other for a Swedish aircraft from 1 Division, Flottilj 11 in 1955.

The Swedish A/C is overall PRU Blue, with red spinner, and the decals are straight out of the box. For the RAF option PS888, I deviated slightly from the kit decals. Airfix provide the roundels and paint scheme for PS888 as she was about 1-2 months before the last flight, with larger roundels on the wings and blue/grey spinner. I wanted to portray the last flight so I used part of the Freightdog decal sheet Brits Abroad for some of the markings. PS888 had been tidied up before the last flight, and had gained smaller wing roundels, a white rather than two-tone spinner, squadron crests either side of the cockpit, and on the final trip, 'The Last' on the nose.

Conclusions

As you may have guessed, I really enjoyed building this. It is a well thought out model of a very popular subject. Although it has been attempted by others before, this is by far the best PR.19 kit in 1/72. I hope this is a sign of things to come with Airfix and their forthcoming releases and toolings. Heartily recommended to all - and can anyone else see a new BBMF boxing in the pipeline?

SAMI

Mirage III E

ITALERI **1/48**

BY **JAMES GRIFFITHS**

TECHNICAL DATA

Scale: 1/48	Kit No: 2674
Price: £17.99	Decal Options: 9
Panel Lines: Raised	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 97, Clear 3	Manufacturer: Italeri
UK Importer: The Hobby Company	
US Importer: MRC	

This is by no means a new kit, but a reissue to celebrate the thirty years service that the Mirage III has enjoyed with the French Air Force. The box cover has a colour photograph of one of the decal prototypes included, along with side view drawings of all nine options included in the kit.

There are plenty of parts in the box, which includes four grey sprues, and one clear. There seem to be plenty of stores options, and a look through the instructions confirms this, with drop-tanks and plenty of weapons included for different configurations.

Construction

The building of the kit is pretty straightforward, and despite the age of the moulds, there is very little flash to contend with, and very few fit problems. Plenty of weight is needed in the nose to keep this big delta from sitting up like a begging dog, so the nose, and much of the forward fuselage was filled with micro lead shot and candle wax. Some of the extra lumps and bumps that need fitting don't have location points, although they are present in the instructions, but careful studying of the diagrams helps find where they belong. It's important to decide on your decal option quite early as this dictates the stores available to the builder; the rest can just fill up the spares box.

Colour Options

The decals themselves are very good quality, with a good colour register, and virtually no colour bleed. Once on the surface of the model, they hunker down well and are pretty much immovable after only a couple of minutes. Nine options are included, and the decal sheet is pretty much the focal point of the release, offering as it does a broad range of colours and markings from the aircraft's lengthy service.

Conclusion

A very nice kit of a well used aircraft, and a fitting tribute to its service with l'Armée de l'Air. The raised panel lines and lack of the finer details we've come to expect from newer models doesn't detract from this being a thoroughly enjoyable build, and a worthy addition to the display shelf.

SAMI

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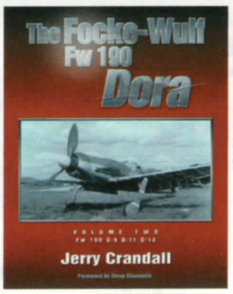

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GI082	USN/USMC 2-Seat Skyhawks TA-4F, EA4F, TA-4J & OA-4M	$27.75
GI083	Lockheed R60/R6V Constitution	$15.00
GI084	Grumman JF/J2F Duck	$22.50
GI085	Consolidated PB2Y Coronado	$30.00

HobbyBoss 1/48 Kits

HY80315	Mirage III C	$30.00
HY80319	Rafale D	$51.75
HY80322	F/A-18D Hornet	$65.25
HY80323	A-10 Thunder-Bolt II	$65.25
HY80325	TBM-3 Avenger	$59.25
HY80326	F4F-3 Wildcat	$25.50
HY80328	F4F-4 Wildcat	$25.50
HY80330	FM-2 Wildcat (GM Built)	$25.50
HY80331	Avenger Mk.I	$55.50
HY80332	F-105D Thunderchief	$56.25
HY80333	F-105G Thunderchief	$52.50
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Loon Models 1/48 Resin Sets

LO48027	Heinkel He 177A-5 Properly bulged rear bomb bay and lower rear fuselage (MPM)	$11.50
LO48225	B-57 and Canberra separated tail surfaces and proper sized engine scoops for B-57A and B (CLS)	$12.00
LO48226	B-57 and Canberra accurate wingtip tanks	$10.00
LO48228	Early La-5FN/Late La-5 Conversion	$18.00
LO48229	Corrected B-26 Cowlings and Engines for Revell/Monogram Kits	$23.00

AZ Models Spitfire PR.IG 1/72 $38.25

GREAT STUFF!

Waldron Punch & Die Sets Precision $48 Sub-Mini $86

Loon Models 1/728 Resin Sets

LO72002	BF 109G-10 Wing with dropped slats/flaps and corrected LG attachments, small wheel bumps, supercharger intake, rudder and tall tail wheel - corrects Revell kit	$21.00
LO72004	FW 190D-9 accurate wheel well details including full wing with dropped flaps, lower engine accessory section and associated details and an accurately shaped cowl MG cover. For Tamiya kit	$21.00
LO72006	Focke-Wulf FW 190 D-11/12/13 Conversion for Tamiya including smooth cowl top, spinner with blast-tube, VS 9 wide-bladed prop, cannon bulges and larger supercharger intake for Jumo 213F	$11.00
LO72207	BF 109G-10 (Erla build) Conversion (REV)	$14.50
LO72208	FW 190 Seats (2)	$2.25

Master Model 1/32 Metal Gun Barrels

MST32001	M2 .50 Caliber (12.7mm) MG Barrels (2pcs)	$16.00
MST32002	German MG 17 7.92mm Barrels (2pcs)	$16.00
MST32003	German MG 131 13mm Barrels (2pcs)	$17.00
MST32004	Browning M2 .50 MG Barrels for P-47 (8pcs)	$16.00
MST32005	BF 109 E-3/E-9, T Armament Set (MG 17 tips, MG FF Barrels)	$11.75
MST32006	A6M5 Zero Armament Set (7.7mm, 20mm Barrels, Pitot Tube)	$19.50
MST32007	Japanese Type 99 20mm Mk II Barrels (4pcs)	$13.50
MST32008	Japanese Type 97 7.7mm MG Barrels (2pcs)	$16.00
MST32009	MK 108 (30mm) Barrels & Blast Tubes (2)	$12.75
MST32010	Browning ANM2 .30 Caliber (7.62mm) Barrels(2)	$16.00
MST32011	British Mk 2 Browning .303 Caliber (7.7mm) w/Flash Hiders (2)	$17.00
MST32012	British Mk 2 Browning .303 Caliber w/out Flash Hiders (2)	$16.00

1/32 Hasegawa Messerschmitt BF 109 G-14/AS $55.50

Ultra-Cast 1/32 RAF Pilot 1940 $17.95

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"From Out of the Not So Clear Blue of the Western Sky..."

Right on Red – Czech Model's Songbird rendered by Don Greer

CZECH MODEL 1/48

BY **IRVING WASHINGTON**

TECHNICAL DATA

Scale: 1/48
Price: US$53.96 £56.99
Kit No: CM4819
Type: Injection Moulded Plastic
Manufacturer: Czech Model
UK Importer: Creative
US Importer: Squadron

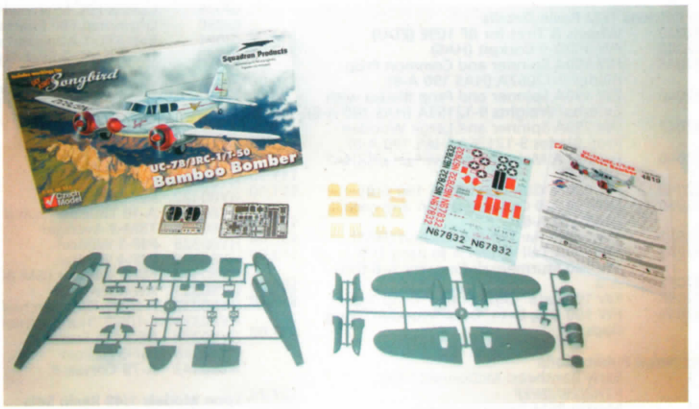
Thanks to the previous issue's *American Patrol* feature, many of you were introduced to, or reacquainted with, the *Sky King* adventure series. The article made mention of Czech Model's new 1/48 Bamboo Bomber kit with markings for Sky's *Songbird* and also included an image of a desktop model of *Songbird*. If you were to compare the two renditions, you would see a world of difference with respect to color – one trimmed in red and gray and the other in blue and orange. Ah, the battle is joined...

In America, 'Red vs. Blue' can have many meanings. Most often these days it refers to the political arena where 'Red' States are associated with conservatism and Republicans and 'Blue' States are seen as havens of liberalism and Democrats. Yet now, for modellers, it means yet another controversy over color schemes; the emotional issue of accuracy in the face of inconclusive evidence. There were in fact multiple Cessna T-50s used to portray Sky's initial Songbird and not all bore completely identical markings. The aircraft seen most prominently in the TV show's first two season's flying sequences is N67832, Cessna serial number 6117, owned and registered to Paul Mantz from August 1950 until April 1954. This aircraft is also featured in the 1953 motion picture *The Steel Lady (Treasure of Kalifa* as released in the UK). In all these film appearances, *Songbird* is seen only in black and white and the ambiguity of her colors rendered in shades of gray is fodder for the imagination.

While the plane's logbook makes mention of grey paint (Brolite) being applied to the underside during the Mantz years, it offers no other color references. The FAA currently indicates that N67832 is registered to Ferro Lawrence of Clinton, Missouri; however, this seems to be largely a matter of sentiment as the aircraft is no longer an intact airframe. *Sky King* fan and archivist Michael McMurtrey has found no evidence that any of the remaining parts still exhibit the trim color. However, he cites the testimony of three licensed A&Ps (airframe and powerplant mechanics) who saw the machine and indicate that red was in fact the mystery hue. Actress Gloria Winters (Penny) and actor Ron Hagerthy (Clipper) are the only surviving regular cast members, but I have never seen any recollections attributed to either of them about the appearance of the Mantz *Songbird*. Czech Model has opted for red. Perhaps it is the scant evidence, or painstaking interpretation of old television footage (episodes are readily available online), or a rabid conservative corporate culture – yet another controversy.

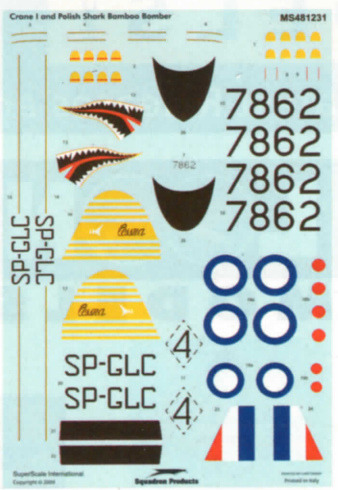
While Sky King, Penny and Clipper are sentimentally significant to many of us in the States who are old enough to have been positively influenced by these pop-culture pioneers of aviation, most of the rest of the world is likely ambivalent to the debate over *Songbird*. For those modelers, the kit can be built as a USAAF UC-78 or a USN JRC-1. If still not satisfied, you can acquire SuperScale's new Bamboo Bomber decal sheets – MS481231 which offers markings for a Canadian Crane I and a very colorful shark-mouthed Polish Aviation Institute aircraft; or MS481232 which includes insignia for a classic Pan American multi-engine trainer and a USAAF liaison aircraft of the 'Guinea Short Line'. If *Songbird* is in fact your cup of tea, check out Warrior's resin 'Flying Rancher and Aviatrix Niece', WA48005, for the ultimate finishing touch.

● SAMI



The kit – CM4819

Kit decals – the controversy



MS481231: Crane I and Polish Bamboo Bomber – Decals for 2 aircraft: No 7862 (c/n 1355) Royal Canadian Air Force Crane I (now preserved at the Canadian Warplane Heritage Museum) and UC-78 s/n 41-12793, SP-GLC of the Aviation Institute, Warsaw, Poland 1952-1967 (shark mouth ex-LOT cannibal queen). Includes color profiles and upper plan views

MS481232: Pan Am and 'Guinea Short Lines' Bamboo Bombers – Decals for 2 aircraft: T-50, NC25489, Pan American Airways Clipper pilot trainer and UC-78 USAAF s/n 43-31942, 'Guinea Short Lines', 25th Liaison Squadron, 5212th Photographic Wing (Provisional), 5th Air Force, New Guinea, 1943-1944. Includes color profiles and upper plan views

WA48005: Flying Rancher and Aviatrix Niece – two finely cast resin figures: earnest and rugged Arizona cattleman with his spunky and wholesome teen-aged niece, both testaments to the right-minded virtues of a simpler time

Shigeo Koike Soars!

Shigeo Koike is one of the finest aviation artists in the world today. He depicts his subjects with almost photographic accuracy, but Koike has more than an observant eye—he has an artist's vision, too. This new book is a collection of his latest work. It includes images of 60 aircraft from all eras of aviation. It features full English and Japanese text, with original Japanese commentary by renowned aircraft researcher Toshio Fujita. The English translation is by HLJ's own Scott T. Hards.

The book itself is beautiful, too: hard-cover, printed on heavy gloss art paper in large, 38 x 28.5cm format. It also includes a dust jacket and a matching cardboard sleeve.

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Scale Aircraft Conversions

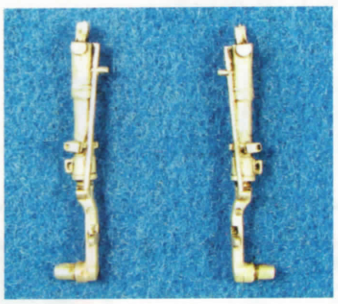
Scale Aircraft Conversions has announced the issue of a few more white metal undercarriage legs, combining the detail of resin with the strength of metal. Of course this is a major benefit when you are building a large model like Monogram's B-17 or Tamiya's Lancaster or even the recent reissue of AMT's B-52 by Italeri, which are all among the kits that benefit from the SAC treatment this month.

1/72

B-52 Undercarriage
Product No: 72003
Designed for: AMT/ Italeri Price: $19.95

1/48

Lancaster Undercarriage
Product No: 48043
Designed for: Tamiya Price: $21.95



B-17 Undercarriage
Product No: 48048
Designed for: Revell/ Monogram
Price: $16.95

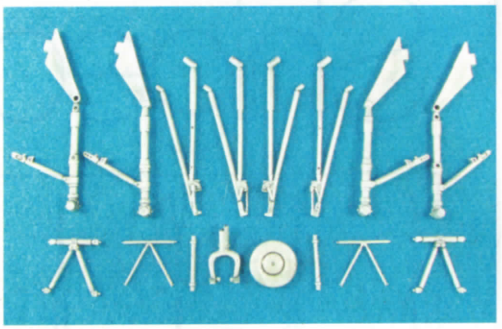
OV-1 Mohawk Undercarriage
Product No: 48049
Designed for: Roden Price: $14.95

P-47 Main Undercarriage
Product No: 48050
Designed for: Tamiya Price: $9.95

F-117 (Late) Undercarriage
Product No: 48051
Designed for: Tamiya Price: $16.95

F-102 Undercarriage
Product No: 48052
Designed for: Revell/Monogram
Price: $16.95

F-8E/J Crusader
Product No: 48054
Designed for: Hasegawa
Price: $16.95



Conclusion

I have mentioned this tip before but in case you missed it, try this when you use SAC Metal legs. Before you paint the legs use Tamiya tape to mask off the metal sections of the oleo compression. Once the paint has dried remove the tape to reveal the shiny natural metal. If you want even more shine just burnish the metal revealed with a needle to make it super shiny.

These items can be purchased in the UK from A2Zee models at www.a2zeemodels.com while the manufacturers also have their own website at www.scaleaircraftconversions.com.

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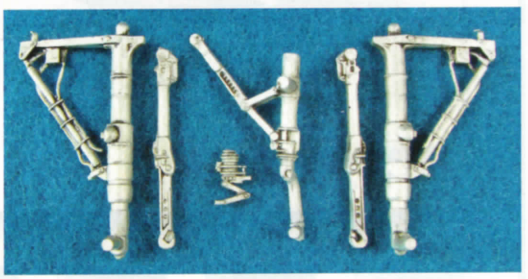


GS Parts

Three new releases from GS Parts this month, one of which is a revision of the Jaguar pitot tube that was in the first round of releases. The manufacturer realised that the original was slightly over scale and have corrected this, as well as replacing the original stainless steel material with turned brass. Completely new is another new pitot tube for the Mirage 2000 and though in this scale it is quite small this turned brass part covers the subtle shape changes of the original perfectly, and of course being made of metal is less likely to be prematurely removed during transportation to model shows.

Mirage 2000 Pitot Tube

Jaguar Pitot Tube

Now comes the highlight of this month's releases. I thought there was little left that could be added to Airfix's Nimrod but GS have managed it. This sets supplies a set of four exhaust cans that will fit the kit with only a small amount of modification to the plastic parts, which is fully explained in the small instruction sheet. The new exhausts have been turned from metal and then heat treated, which actually produces an effect very similar to their full sized counterparts so no further painting will be required

1/72

Nimrod Exhaust Cans X 4
Part No 0722
Designed for: Airfix
Price: £16.00

Nimrod Exhaust Cans X 4

1/48

Jaguar Pitot Tube
Part No 0482
Designed for: Airfix/Heller
Price: £4.50

Mirage 2000 Pitot Tube
Designed for: Heller/ Eduard
Price: £4.50

Conclusion

The workmanship that has gone into producing the pitot tubes is not reflected in their price and in my view they are an absolute bargains especially if like me you are regularly removing plastic ones from your models, normally just before I am about to enter them in a competition! The Nimrod exhaust cans replace the incredibly thick examples with scale replacements and If I was to add just one accessories set to my Nimrod this would probably be it

This range is available from Simons Models & Crafts who have a website at www.simonsmodelandcrafts.co.uk or can be contacted by phone at 01223 262426.

SAMI

Italeri

Earlier this year Italeri launched a range of resin accessories sets of the type normally only seen in the specialist type model shops. The latest example we have received is one of two weapons sets for World War II Luftwaffe subjects. The weapons are moulded in cream resin with the circular rings around the tail of the bombs provided as separate items, and the parts are packed in individual clear plastic pockets which will help prevent damage in transit. A small instructions sheet supplies a colour guide as well as a guide to which aircraft carried which weapon and in which position. Types covered are the Ju 88, He 111, Ju 87, Hs 129, Fw 190 and Me 262, all of which feature in the Italeri catalogue. A small decal sheet supplies stencilling and coloured bands.

1/72

WWII German Aircraft Weapons Pt 2
Price: £20.99

This set supplies the following

- 1 X AB500
- 2 X SC250
- 1 X SD1700
- 2 X SC500
- 2 x WB 81
- 2 x SC1000 'Herman'
- 2 X PC500RS
- 4 X AB70
- 1 x ER4 Bomb Rack
- 2 X 900 Litre Fuel Tank Type 2

Conclusion

These parts are the equal to anything produced by the aftermarket and of course anything Luftwaffe sells, and being distributed by Italeri should mean that they will be available more widely than specialist aftermarket resin sets.

UK importers are The Hobby Company, while in the US the range is imported by MRC

● SAMI

Maestro Models

This month we have more sets from Maestro Models of Sweden to add detail to Hasegawa's Saab Draken and the Airfix/Heller Saab Viggen.

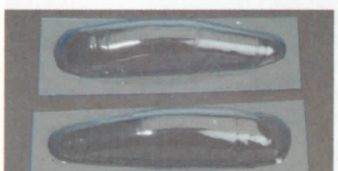
The largest set to date uses resin, brass, masks, and vacform canopies to produce the very distinctive two-seat Viggens, and this looks to be a simple conversion as the main cuts are all along panel lines, though the vacform canopies mean that this is not an ideal first project. This set is available in two distinct versions, which you specify on ordering. You can choose either the SK37 trainer or SK37E ECM trainer, which was the last version of the Viggen in service. The differences between the two types are mainly in the cockpit, for which you are supplied with alternative coloured etched brass sets by Eduard.

The only thing missing from this set is decals or any guide to markings for the aircraft, though the recently reissued TwoBobs Viggen sheet may help to some extent.

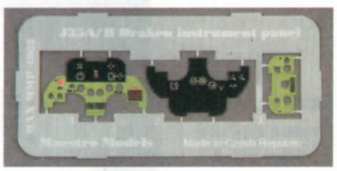
Next up we have a first for resin sets in 1/72 - the Rb04E attack missile, and this set includes a small decal sheet to add the stencils to the missile.

Using resin and white metal the next set replaces both the main and nose undercarriage with very nice white metal examples, while the overscale doors are replaced with resin examples. Finally we have a vacform canopy for the single-seat Viggen variants and this includes a set of Eduard masks.

All of these sets have small instruction sheets for the brass sets, and these use Eduard's standard instruction sheet style, while the resin sets use English and Swedish text and in most cases also include a black and white photograph of the real thing.



Saab 37 Viggen Corrected Canopy and paint mask



Saab J 35A/B Draken Instrument Panel

1/72

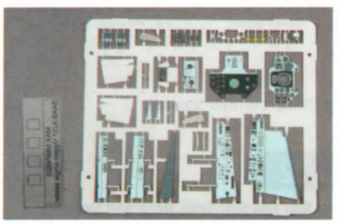
2 X Rb04E Attack Missile
Part No: K7216
Designed for: Airfix/Heller/Matchbox
Price: 148 SEK

1/48

Saab J 35A/B Draken Instrument Panel
Part No: P4803
Designed for: Hasegawa
Price: 40 SEK

Saab AJ 37 Viggen Cockpit Set
Part No : P4803
Designed for: Hasegawa
Price: 140SEK

Saab SK 37 Viggen Two Seat Trainer



Saab JA 37 Viggen Cockpit Set

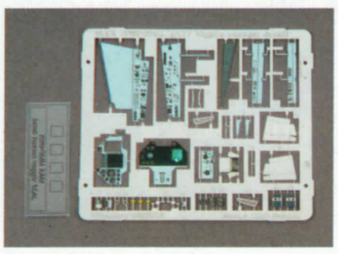
Saab Viggen Airbrake Set
Part No : P4804
Designed for: Hasegawa
Price: 132SEK

Saab JA 37 Viggen Cockpit Set
Part No : P4805
Designed for: Hasegawa
Price: 140SEK

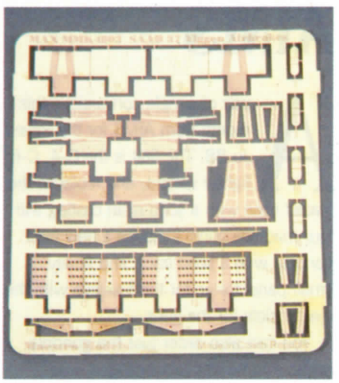
Saab SK 37 Viggen Two Seat Trainer Conversion
Part No : K48020
Designed for: Airfix/Heller
Price: 420SEK

Saab SK 37E Viggen Two Seat Trainer Conversion
Part No : K48020-E
Designed for: Airfix/Heller
Price: 420SEK

Saab 37 Viggen Landing Gear Main and Nose
Part No : K48025
Designed for: Airfix/Heller
Price: 148SEK



Saab JA 37 Viggen Cockpit Set



Saab Viggen Airbrake Set

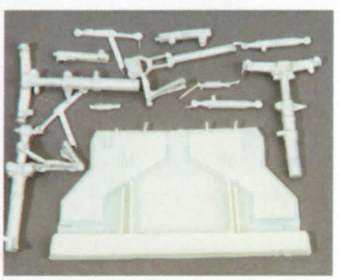
Saab 37 Viggen Corrected Canopy and paint mask
Part No : K48029
Designed for: Airfix/Heller
Price: TBC

Conclusion

The amount of detail that Maesto are adding to the Draken and Viggen is absolutely amazing and I am hoping that at some stage they may make the leap to full kits of other SAAB aircraft, as surely there cannot be that much left for them to replace or upgrade on the Draken and Viggen kits.

Items can be ordered from www.rebell.com or by phone 46-8-82 52 06.

● SAMI



Saab 37 Viggen Landing Gear Main and Nose

SBS Models

At Eday we caught up with SBS models who supplied us with their two latest sets, and in quality and presentation they are equal to anything produced by long established manufacturers. In fact the first of this month's releases is one that apparently no range can be without, a set for the Messerschmitt Bf 109, this time the E variant as produced by Hasegawa and Tamiya. But it is the second set that floats my boat as it supplies a stunning cockpit for the Eduard or HobbyBoss Mirage III. In fact this is more than just a cockpit set, as described on the box, as you also get a complete set of undercarriage bays.

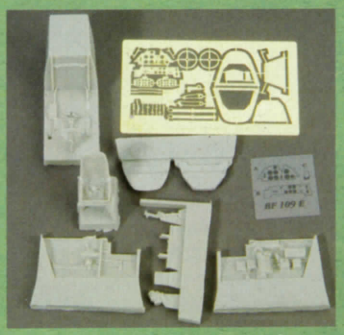
The main parts in both sets are provided in grey resin while etched brass is used to supply some parts like the instrument panels, and a photo film provides the instrument dials.

1/48

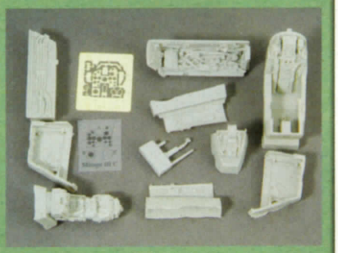
Messerschmitt Bf 109E-3/ 4 Cockpit Set
Part No 48013
Designed for Tamiya/ Hasegawa
Price: 14 Euros

Dassault Mirage IIIC Cockpit and Undercarriage Set
Part No 48014
Designed for HobbyBoss/ Eduard
Price: 22 Euros

Conclusion



Messerschmitt Bf 109E-3/ 4 Cockpit Set



Dassault Mirage IIIC Cockpit and Undercarriage Set

I cannot believe how far SBS have come in a few short years, and their learning curve has been very steep. If they continue with kits of this quality and price they should have a very bright future.

If you are interested in this range you can view it online at their new website www.sbsmodel.com where you can also find contact and ordering details. Alternatively they can be contacted via surface mail at 1155 Budapest, Toth Istvan utca 60, Hungary.

● SAMI

AIMS

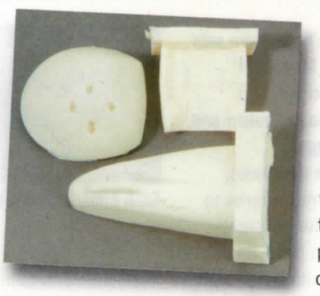
A pair of simple conversions this month from AIMS for the Revell Ju 88. The first is the C-4, C-6 fighter variant, and replaces the glazed nose with a solid resin casting with four machine guns, includes a new front gondola with a solid front, and finally a small panel for under the fuselage with the ejector slots for the guns.

You can also order just the gondola section if you are producing an up-gunned bomber variant.

1/32

Ju 88C Full Set, Solid Nose and Gondola
Designed for: Revell
Price £6.00

Ju 88 Up-gunned Gondola Set
Designed for: Revell
Price £3.00



Conclusion

These are simple castings, which only need their casting blocks removed before use and will make for a very different looking Ju 88. Markings for the C-4 variant can be found on AIMS recently released decal sheets for the Revell kit.

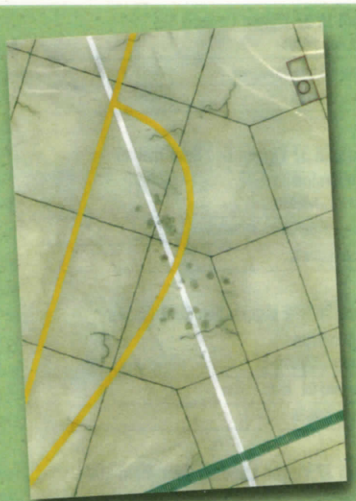
AIMS have their own website at www.aimsmodels.co.uk where you can view their full range of products, and the owner can be contacted via Email at j_s_mcillmurray@talk21.com Payment can be made via Paypal or Cheque

● SAMI

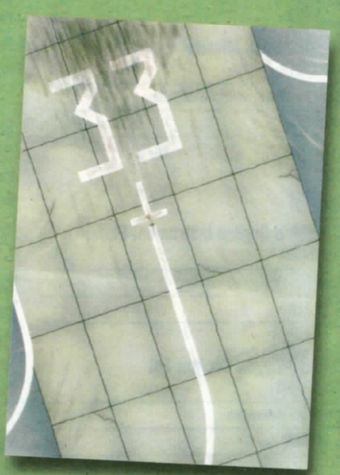
Miliscale

Produced in both 1/72 and 1/48 Miliscale's latest products are reproductions of different areas of hard standing as seen at a modern Israeli air base. To start we have the running-in area, which is a section of tarmac that is used to test the engines of the F-16. The area to the rear of the aircraft is specially marked in yellow and red to prevent ground crew from walking into the danger zone of the jet blast.

The next base represents the end of a concrete runway with the heading number 33 painted on it, and a nice representation of skid marks, while the final tarmac section is far simpler, being a length of taxiway leading to the main runway.



MILIS 48-010-101 Taxiing



MILIS 48-010-102 Runway 33

MILIS 48-010-103 Running In Area

1/72

MILIS 72-010-101 Taxiing
Price: £3.70

MILIS 72-010-102 Runway 33
Price: £3.70

MILIS 72-010-103 Running In Area
Price: £3.70

1/48

MILIS 48-010-101 Taxiing
Price: £4.99

MILIS 48-010-102 Runway 33
Price: £4.99

MILIS 48-010-103 Running In Area
Price: £4.99

Conclusion

These bases are printed on heavy duty card and I recommend that you attach them with double-sided tape to a varnished wooden base or a picture frame as an ideal way to display your Kinetic F-6C/D/I or any other modern jet.

Miliscale can be contacted via surface mail at 90 Shderot Ben Gurion St. Tel Aviv 64515, Israel, or via Email at noypines@netvision.net.il Payment can be made via Paypal, and for UK readers this range is now stocked by both branches of Hannants.

● SAMI

Eduard

It's been a big Eduard month this time round, with a bumper crop of detail, especially in 1/48, and it's good to see some sets coming out for the HobbyBoss Avenger. It seems even more – including wingfold details – are on the way, and this has been a cause of some rejoicing in circles keen on naval aircraft. HobbyBoss's kit is a nice piece of tooling, but the wingfold, though welcome, is a little spartan in execution. It's almost as if the manufacturer realised they couldn't hope to do it justice in injected plastic, so left a blank canvas for some enterprising brass merchant to stick pieces onto! Of course some conversion parts for the FAA Avenger would also be welcome, the kit being pretty much a US machine with a decal sheet. Postwar AS.4 conversions too anyone? Come on chaps… now Eduard have started the ball rolling!

Elsewhere there are more 1/72 sets for the legions of HobbyBoss choppers, as well as a very handy colour Zoom set for that big Kinetic F-86 that is also doing the rounds in an Italeri box.

1/72

Ki-43 Oscar Paint Masks
Product No: CX245 Price: £4.20 US$6.95
Designed For: Special Hobby kit

Mi-24V Hind Paint Masks
Product No: CX246 Price: £4.80 US$7.95
Designed For: HobbyBoss kit

AH-1S Zoom set
Product No: SS334 (self-adhesive/pre-painted)
Price: £7.80 US$12.95
Designed For: HobbyBoss kit

AH-1S Detail Set
Product No: 73334 (self-adhesive/pre-painted)
Price: £14.99 US$24.95
Designed For: HobbyBoss kit

1/48

B-57B Paint Masks
Product No: EX279 Price: £5.99 US$9.95
Designed For: Airfix kit

Re 2002 Zoom
Product No: FE453 (self-adhesive/pre-painted)
Price: £8.99 US$14.95 Designed For: Italeri kit

MiG-17F Zoom
Product No: FE455 (self-adhesive/pre-painted)
Price: £8.99 US$14.95
Designed For: HobbyBoss kit

A6M3 Zero Type 32 Zoom
Product No: FE456 (self-adhesive/pre-painted)
Price: £8.99 US$14.95
Designed For: Hasegawa kit

TBF-1 Interior Zoom
Product No: FE457 (self-adhesive/pre-painted)
Price: TBC US$19.95
Designed For: HobbyBoss kit

F-16I SUFA Interior Zoom
Product No: FE459 (self-adhesive/pre-painted)
Price: £11.99 US$19.95
Designed For: Kinetic kit

F-16DJ Interior Block 40/50 Zoom
Product No: FE460 (self-adhesive/pre-painted)
Price: £11.99 US$19.95
Designed For: Kinetic kit

A6M3 Zero Type 32 Landing Flaps
Product No: 48625
Price: £14.99 US$19.95
Designed For: Hasegawa kit

TBM-1/TBF-3 Landing Flaps
Product No: 48626
Price: £20.99 US$34.95
Designed For: HobbyBoss kit

Re 2000 Landing Flaps
Product No: 48627 Price: £14.99 US$24.95
Designed For: Italeri kit

Re 2002 Details
Product No: 49453 (self-adhesive/pre-painted)
Price: £14.99 US$24.95 Designed For: Italeri kit

MiG-17F Details
Product No: 49455 (self-adhesive/pre-painted)
Price: £14.99 US$24.95
Designed For: HobbyBoss kit

A6M3 Zero Type 32 Details
Product No: 49456 (self-adhesive/pre-painted)
Price: £14.99 US$24.95
Designed For: Hasegawa kit

TBF-1 Interior
Product No: 49457 (self-adhesive/pre-painted)
Price: TBC US$34.95
Designed For: HobbyBoss kit

F-16I SUFA Details
Product No: 49459 (self-adhesive/pre-painted)
Price: £17.99 US$29.95
Designed For: Kinetic kit

F-16DJ Interior Block 40/50 Details
Product No: 49460 (self-adhesive/pre-painted)
Price: £20.99 US$34.95
Designed For: Kinetic kit

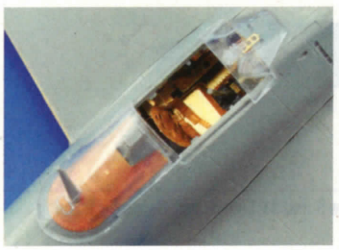
Bf 110G-2 Details
Product No: 49462 (self-adhesive/pre-painted)
Price: £20.99 US$34.95
Designed For: Eduard kit

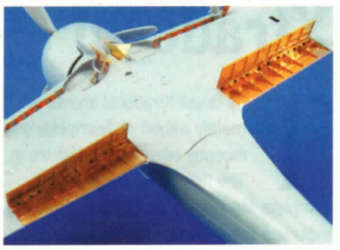
1/32

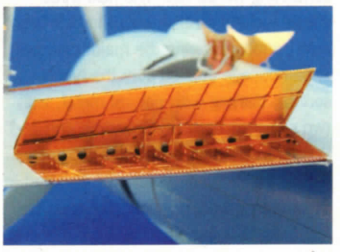
Swordfish Mk I Paint Masks
Product No: JX094 Price: £5.99 US$9.95
Designed For: Trumpeter kit

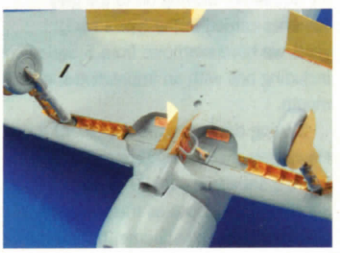
Ki-44 Shoki Paint Masks
Product No: JX095 Price: £5.99 US$9.95
Designed For: Hasegawa kit

EF 2000 Single Seater Interior
Product No: 32641 (self-adhesive/pre-painted)
Price: £17.99 US$29.95
Designed For: Trumpeter kit









F6F-5 Interior Zoom
Product No: 33035 (self-adhesive/pre-painted)
Price: £13.80 US$22.95
Designed For: Trumpeter kit

A-7D Interior Zoom
Product No: 33041 (self-adhesive/pre-painted)
Price: £11.99 US$19.95
Designed For: Trumpeter kit

F-86F-30 Interior Zoom
Product No: 33043 (self-adhesive/pre-painted)
Price: £11.99 US$19.95
Designed For: Kinetic kit

Once again Eduard are making themselves indispensible. The tiny colour details in the AH-1 sets will look sublime through the hoods on these diminutive kits, and the arrival of full-blown items for the Kinetic F-16s will please many. Meanwhile there are plenty more new kits awaiting the treatment, and we note with interest the Swordfish masks in 1/32. Surely a prime candidate for the colour cockpit treatment?

We look forward to future releases as ever. In the meantime Eduard are imported to the UK by Hannants and LSA, and to the US via Squadron.

● SAMI

Xtradecal

The latest Xtradecal sheets are mainly aimed at Trumpeter's recently released EE Lightning. The first sheet supplies complete stencils for all Lightning versions including the trainers - do Hannants know something we do not? The next three sheets include markings for three different time periods covering the major changes in camouflage applied over the type's service, starting with natural metal, with two schemes from 56 Squadron and 111 Squadron. This gave way to a disruptive camouflage of dark green over grey and in this scheme we have examples from the Lightning Training Flight (LTF) plus 5 and 11 Squadron. Moving on to the grey schemes carried in the type's twilight years we have examples from 5 Squadron including one with an impressive shark's mouth.

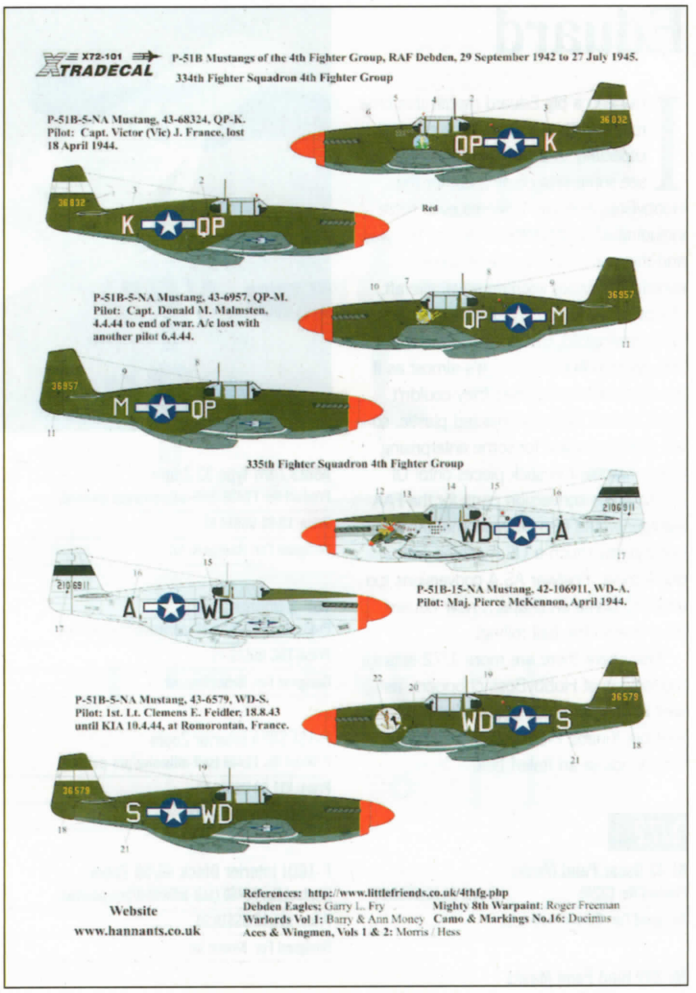
Moving down a scale the recent Italeri Hawk gets a stunning scheme carried by 209(R) squadron's 2009 display aircraft, which features the standard gloss black trainer scheme, but on the rear fuselage, tail and the tips of the wings the surfaces appear to have been ripped away to reveal a Union Jack. Under the fuselage there is a large RAF roundel with the red centre in the shape of a heart.

The final sheet this month returns to a familiar field for Xtracolor by covering US units that were based in the East of England. This time we have markings for early Mustangs operated by the 4th Fighter Group operating from RAF Debden. All of the aircraft include red nose trim and most have nose art. The instructions are clear and well presented in full colour and on the Hawk sheet these include colour photographs of the two aircraft carrying this very attractive scheme.

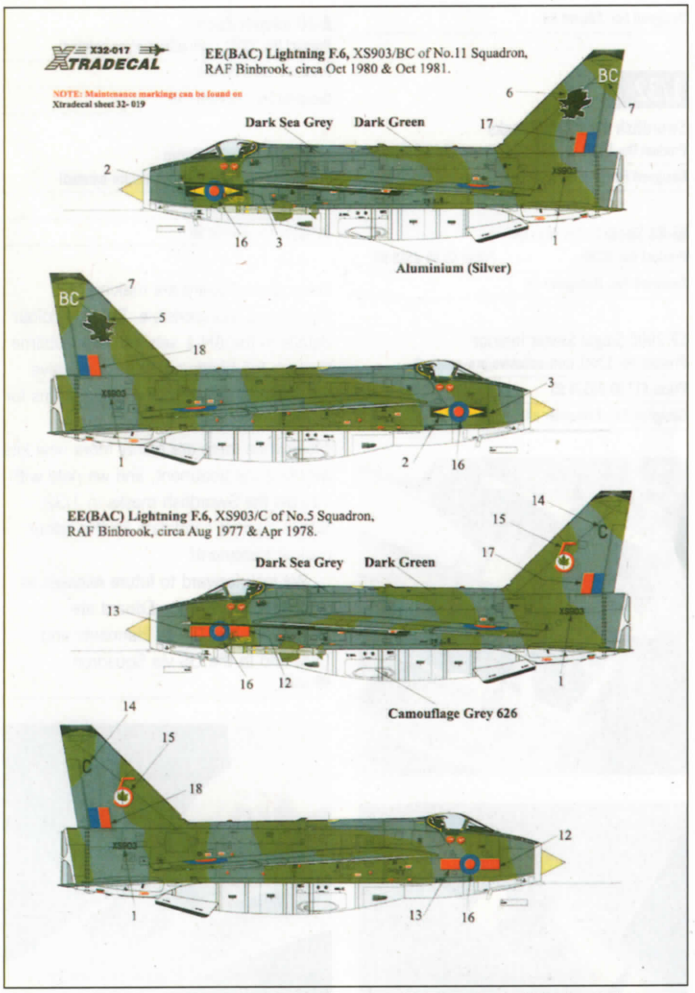
1/72

X72101 P-51B Mustang 4th Fighter Group, RAF Debden 334th FS; 335th FS; 336th FS

- 1. P-51B-5-A Mustang, 43-68324, QP-K. Pilot: Capt. Victor (Vic) J. France, lost 18 April 1944
- 2. P-51B-5-NA Mustang, 43-6957, QP-M. Pilot: Capt. Donald M. Malmsten, 4.4.44 to end of war. A/c lost with another pilot 6.4.44
- 3. P-51B-15-NA Mustang, 42-106911, WD-A. Pilot: Major. Pierce McKennon, April 1944
- 4. P-51B-5-NA Mustang, 43-6579, WD-S. Pilot: 1st Lt. Clemens E. Feidler, 18.8.43 until KIA 10.4.444, at Romorontan, France
- 5. P-51B-5-NA Mustang, 43-6942, VF-D. Pilot: Capt. Joseph W. Higgins, 17.4.44 to 30.9.44


X72-101
XTRADECAL
P-51B Mustangs of the 4th Fighter Group, RAF Debden, 29 September 1942 to 27 July 1945.
334th Fighter Squadron 4th Fighter Group
P-51B-5-NA Mustang, 43-68324, QP-K. Pilot: Capt. Victor (Vic) J. France, lost 18 April 1944.
Red
P-51B-5-NA Mustang, 43-6957, QP-M. Pilot: Capt. Donald M. Malmsten, 4.4.44 to end of war. A/c lost with another pilot 6.4.44.
335th Fighter Squadron 4th Fighter Group
P-51B-15-NA Mustang, 42-106911, WD-A. Pilot: Maj. Pierce McKennon, April 1944.
P-51B-5-NA Mustang, 43-6579, WD-S. Pilot: 1st. Lt. Clemens E. Feidler. 18.8.43 until KIA 10.4.44, at Romorontan, France.
Website
www.hannants.co.uk
References: http://www.littlefriends.co.uk/4thfg.php
Debden Eagles: Garry L. Fry
Mighty 8th Warpaint: Roger Freeman
Warlords Vol 1: Barry & Ann Money
Camo & Markings No.16: Ducimus
Aces & Wingmen, Vols 1 & 2: Morris / Hess

X72101 P-51B Mustang 4th Fighter Group, RAF Debden 334th FS; 335th FS; 336th FS

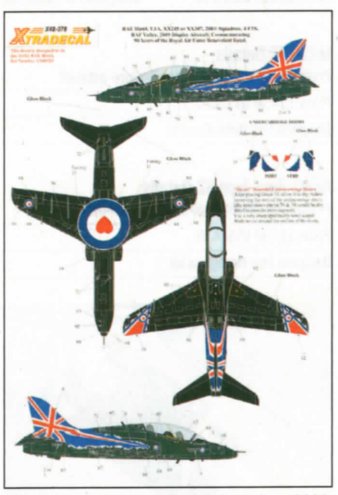

X32-017
XTRADECAL
EE(BAC) Lightning F.6, XS903/BC of No.11 Squadron, RAF Binbrook, circa Oct 1980 & Oct 1981.
NOTE: Maintenance markings can be found on Xtradecal sheet 32- 019
Dark Sea Grey
Dark Green
Aluminium (Silver)
EE(BAC) Lightning F.6, XS903/C of No.5 Squadron, RAF Binbrook, circa Aug 1977 & Apr 1978.
Dark Sea Grey
Dark Green
Camouflage Grey 626

X32-017 EE Lightning F.6 Green/Grey Camouflage 5 and 11 Squadrons, Lightning Training Flight (LTF)

1/48

X48078 BAE Hawk T.1 208(R) Squadron 2009 Display Aircraft

- 1. BAE Hawk T.1A, XX245 or XX307, 208 Squadron, 4 FTS, RAF Valley, 2009 Display Aircraft,



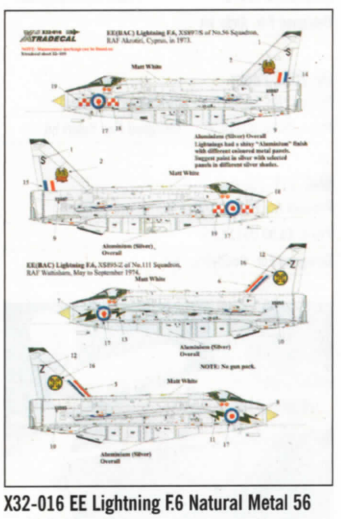
X48078 BAE Hawk T.1 208(R) Squadron 2009 Display Aircraft

Commemorating 90 years of the Royal Air Force Benevolent Fund

1/32

X32-016 EE Lightning F.6 Natural Metal 56 and 111 Squadrons

- 1. EE(BAC) Lightning F.6, XS8967/S of No.56 Squadron, RAF Akrotiri, Cyprus in 1973
- 2. EE(BAC) Lightning F.6, XS895/Z of No.111 Squadron, RAF Wattisham, May to September 1974



X32-016 EE Lightning F.6 Natural Metal 56 and 111 Squadrons

X32-017 EE Lightning F.6 Green/Grey Camouflage 5 and 11 Squadrons, Lightning Training Flight (LTF)

- 1. EE(BAC) Lightning F.6, XS903/BC of No.11 Squadron, RAF Binbrook, circa Oct 1980 and Oct 1981
- 2. EE(BAC) Lightning F.6, XS903/C of No.5 Squadron, RAF Binbrook, circa Aug 1977 and Apr 1978
- 3. EE(BAC) Lightning F.6, XS903 of LTF (Lightning Training Flight) RAF Binbrook, circa Sept 1979

X32-018 EE Lightning F.6 Final Grey Camouflage Schemes 5 Squadron

- 1. EE(BAC) Lightning F.6, XS933/AJ of No.5 Squadron, RAF Binbrook, in 1986/7
- 2. EE(BAC) Lightning F.6, XS935/AK of No. 5 Squadron, RAF Binbrook in 1986
- 3. EE(BAC) Lightning F.6, XS903/AM of No. 5 Squadron, RAF Binbrook in late 1984

X32-019 EE Lightning F.1; 2A; 3; 6 and Trainers Stencil Date for All versions and 3 Camouflage Schemes

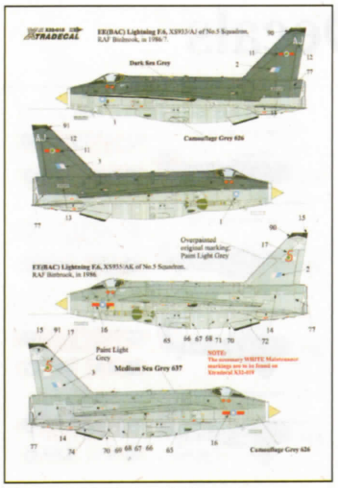
- 1. EE(BAC) Lightning F.1, F.1A, F.2, F2A, F3, F6 Natural Metal or Dark Green/Dark Sea Grey
- 2. EE(BAC) Lightning Marks 2A and 6
- 3. EE(BAC) Lightning F.1, F.1A, F.2, F.2A, F.3, F.6 Natural Metal, Dark Green/Dark Sea Grey and Grey camouflage schemes
- 4. EE(BAC) Lightning Marks F.1, 1A, 2, 3 and trainers

Conclusion

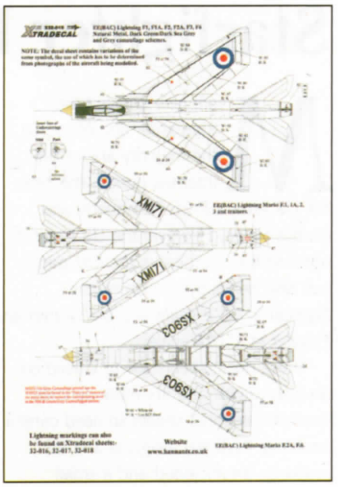
All of these sheets will make attractive models but for me the star is the Lightning sheets, and in fact with a good reference like the SAM Publications Datafile on the Lightning and a little ingenuity you can use these sheets to make a number of other options including a grey LTF example or the camouflaged 11 Squadron example with red exercise markings.

Xtradecals are, of course, available from Hannants in the UK, while in the US Squadron stock the full range.

● SAMI



X32-018 EE Lightning F.6 Final Grey Camouflage Schemes 5 Squadron



X32-019 EE Lightning F.1; 2A; 3; 6 and Trainers Stencil Date for All versions and 3 Camouflage Schemes

Pheon Models

72004 and 48005 Jasta 40 Under Carl Degelow

This has been another active month for WW1 decal specialists Pheon Models with the release of their first multi-aircraft type sheet. The A5 sheet, which has been inspired by the recent publication of the book Black Fokker leader, concentrates on Jasta 40 during the summer and autumn of 1918. The sheet provides markings for ten Fokker D.VIIs, two Pfalz D.IIIas and one Albatros D.Va.

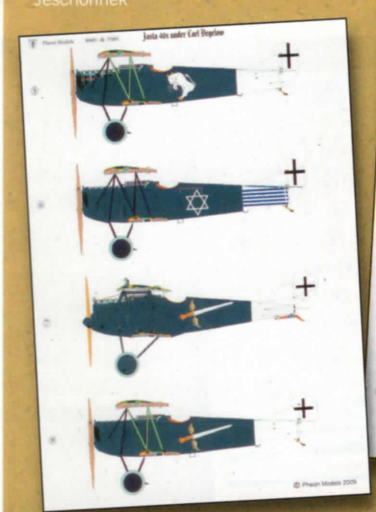
- 1. Pfalz D.IIIa, Ltn Carl Degelow May-June 1918
- 2. Fokker D.VII Ltn Carl Degelow Summer 1918
- 3. Fokker D.VII Ltn. Willy Rosenstein Summer 1918
- 4. Fokker D.VII Ltn.Anton Raab Summer 1918
- 5. Fokker D.VII Ltn. Hans Jeschonnek Summer 1918
- 6. Fokker D.VII Ltn Adolph Auer October 1918
- 7. Pfalz D.IIIa, Uffz Werner Hertel, May or June 1918
- 8. Fokker D.VII Ltn Uffz Werner Hertel, probably Autumn 1918
- 9. Fokker D.VII Ltn. Frodien Summer 1918
- 10. Fokker D.VII Ltn. Hermann Gilly, Summer 1918
- 11. Fokker D.VII of an NCO pilot, perhaps identified as Claasen or Glasen, Summer 1918
- 12. Fokker D.VII Vzfw Paul Groll, Autumn 1918
- 13. Albatros D.Va, Ltn. Helmuth Dithey, July 1918

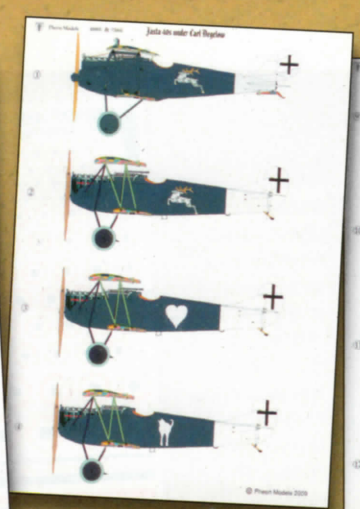
The sheet includes enough Balkenkreuz's to completely decal seven Fokker D.VIIs, both Pfalz's and the Albatros. Pheon have also thoughtfully included two complete sets of white Elsernesfreuz's which are intended to be painted over and applied to represent factory markings which were painted over in the field. Another nice touch is that the sheet contains two copies of each white marking, designed as a precaution, just in case the black of the fuselage shows through the white when applied.

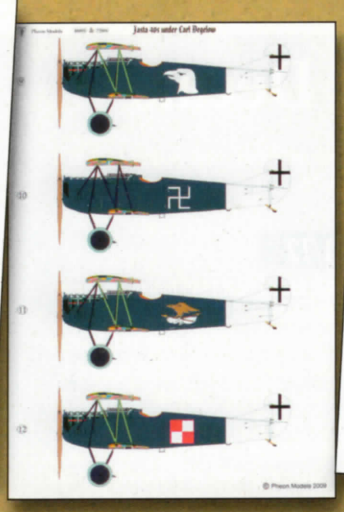
As we have seen in previous releases from Pheon, the wealth of information supplied with the sheet is astounding, which adds to the impression one gets that these packages have been created by somebody who eats, sleeps and breathes WWI aviation.

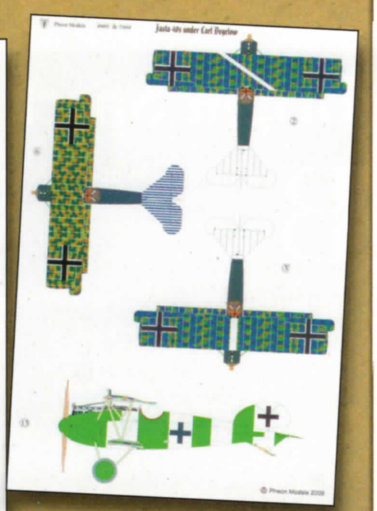
The sheets are available directly from Pheon Models via Pheon.models@hotmail.co.uk

● SAMI









Starfighter Decals

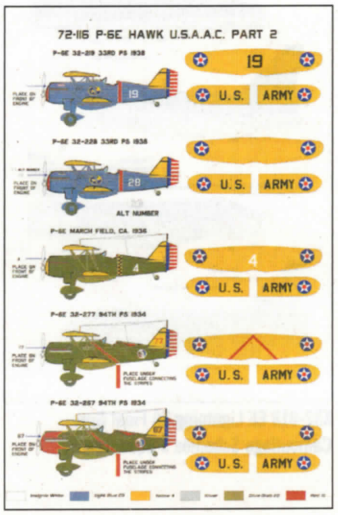
More new sheets from Starfighter and of course the majority are for the interwar period, this time the US Army's P-26 Peashooter and Curtiss Hawk. However the US Navy is not forgotten as there is the first part in two new series for the Grumman Tigercat in 1/72 scale and the Grumman Prowler in 1/144 scale.

These decal sheets are produced on an Alps printer and are more delicate than conventional sheets so need careful handling. National insignias and tail markings are included and a small colour instruction sheet provides a painting guide.

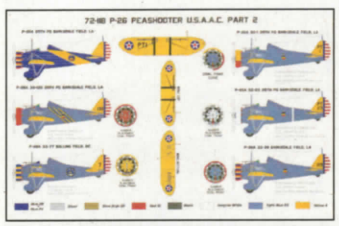
1/72

72-116 P-6E Hawk U.S.A.A.C Part 2

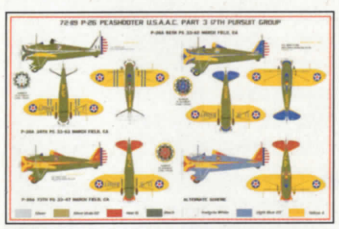
- 1. P-6E 32-219 33rd PS 1938
- 2. P-6E 32-228 33rd PS 1938
- 3. P-6E March Field, CA 1936
- 4. P-6E 32-277 94th PS 1934
- 5. P-6E 32-267 94th PS 1934



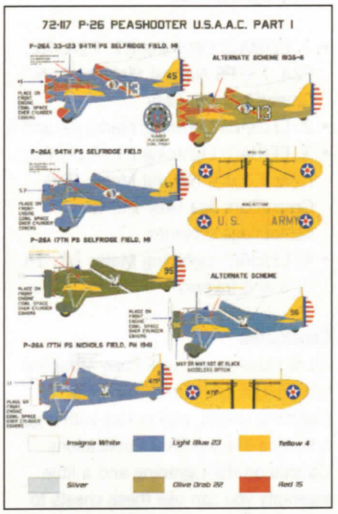
72-116 P-6E Hawk U.S.A.A.C Part 2



72-118 Boeing P-26A Peashooter USAAC Pt.2 20th Pursuit Group and Bolling Field Det



72-119 P-26 Peashooter Pt.3 17th Pursuit Group



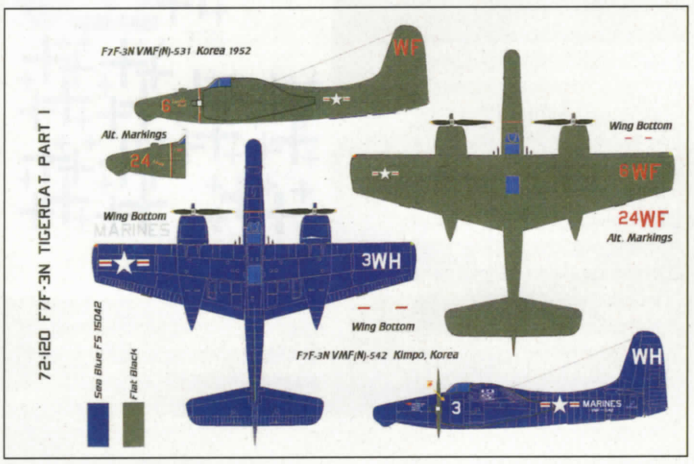
72-117 Boeing P-26A Peashooter USAAC Pt.1 94th and 17th Pursuit Squadron

72-117 Boeing P-26A Peashooter USAAC Pt.1 94th and 17th Pursuit Squadron

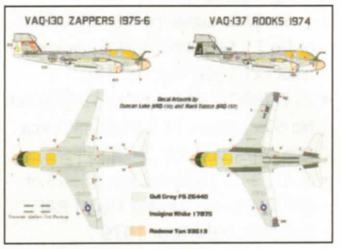
- 1. P-26A 33-123 94th PS Selfridge Field, MI
- 2. P-26A 94th PS Selfridge Field
- 3. P-26A 177th PS Selfridge Field, MI
- 4. P-26A, 17th PS Nichols Field, PH 1941

72-118 Boeing P-26A Peashooter USAAC Pt.2 20th Pursuit Group and Bolling Field Det

- 1. P-26A 33-130 20th PG Barksdale Field, LA
- 2. P-26A 33-77 Bolling Field, DC
- 3. P-26A 33-1 20th PG Barksdale Field, LA



72-120 Grumman F7F-3N Tigercat Pt.1



144-132 20th Century Prowlers Pt. 1

- 4. P-26A 33-23 20th PG Barksdale Field, LA
- 5. P-26A 33-29 Barksdale Field, LA

72-119 P-26 Peashooter Pt.3 17th Pursuit Group

- 1. P-26A 95th PS 33-62 March Field, CA
- 2. P-26A 34rth PS 33-63 March Field, CA
- 3. P-26A, 73rd PS 33-47 March Field, CA

72-120 Grumman F7F-3N Tigercat Pt.1

- 1. F7F-3N VMF(N)-531 Korea 1952
- 2. F7F-3N VMF(N)-542 Kimpo, Korea

1/144

144-132 20th Century Prowlers Pt. 1

- 1. VAQ-130 Zappers 1975-6
- 2. VAQ-137 Rooks 1974

Conclusion

The P-26 sheets are perfect examples of how colourful the interwar period was and with a resurgence of interest in pre-World War II I hope that some enterprising manufacturer may supply us with state of the art kits to put these decals on.

If you are interested in this manufacturer's range they can be viewed and ordered online at www.starfighter-decals.com

SAMI

Bright Spark Decals

Bright Spark decals have reissued one of their ever-useful sheets that supply national markings for countries that are normally ignored by larger companies.

First released in 2004 this sheet supplies a selection of Post 1948 Indian roundels and tail flashes, and though sold as 1/72 this sheet can also be used for 1/48 models as 36 inch in 1/72 is the same as 24 inch in 1/48. The instructions supply a guide to applying the decals to 69 different aircraft types, from Auster AOP to the Il-78.

1/72

BS1 Indian Post 1945 Indian Air Force Roundels

This sheet supplies over 100 roundels and seven bars of various widths to produce the fin flashes.

Conclusion

A welcome reissue if you missed out first time around, but these decals are available in very limited quantities so if the subject matter appeals order sooner rather than later. Payment can be made by sending a cheque for £6.99, including P+P to M A Burton at 2 Gloucester Road, Waterlooville, PO7 7BJ. For overseas add an additional 50p.

Next up will be a reissue of Bright Sparks' second sheet for the Pakistani Air Force and a new sheet for the Saudi Air Force.

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AC72012C Nimrod Canopy set, includes new clear cast canopy, full mask set and photo-etched windscreen wipers. For the Airfix kit. .....Price TBC

AC48020C Canberra PR 9 Vortex generator detail set, photo-etch parts and template guides for installation to replace all the over scale vortex blades on the Airfix kit. .....Price TBC

AC48021C Blackburn Roc/Skua wing fold set for the Special Hobby kits. .....Price TBC

DECALS

ACD72007 Fairey Gannet A.E.W. Mk.3, Seven additional decal options for the ACRK72-01 kit. .....Price TBC

ACD72008 Harriers of 233 Operational Conversion unit 1972-77, 4 single seat and 3 two seat aircraft covered some with more than one option. Produced in conjunction with the Harrier SIG. .....Price TBC

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For customers that, are not able to get access to the website please phone or write for a full list of ALLEY CAT, FAA Models, and Rotor Craft products that are available. 48 Ambrose Rise, Dedridge, West Lothian, EH54 6JT United Kingdom. 01506 416 444

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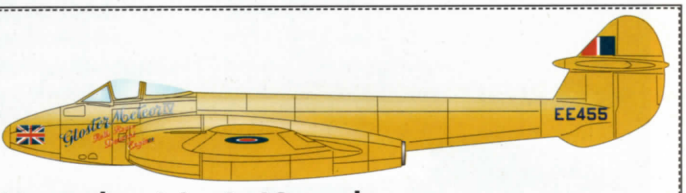

New sheet in 1:48 scale

DDK48025: RAF 'Aries' Lancaster Empire Nav. Training Sch. FAA Baltimore. Meteor F.Mk.IV High Speed Flight.

DDK3202: No.112 or 250 Sqn.RAF Kittyhawk. No.75 Sqn. RAAF Kittyhawk. Buffalo RNEIAAF (ex.No. 21 Sqn. RAAF). **DDK3203:** Spitfire Mk.IX. No.43,73,152 Sqn.RAF. Mustang Mk.IV No.19 Sqn. 'Doolybird' RAF.

DDK2401: Hurricane IIc No.1 Sqn. RAF Hurricane IIc No. 247 Sqn. Hurricane I CFS. Sea Hurricane No. 880.

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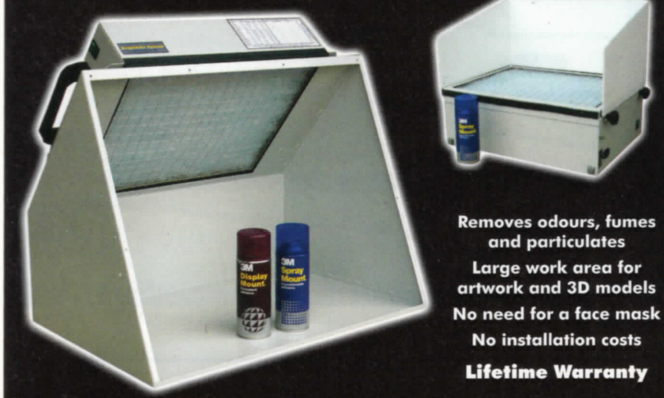

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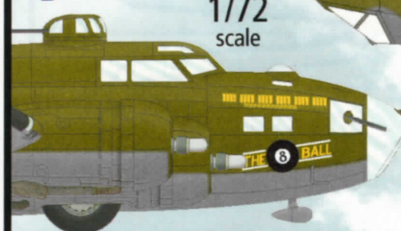

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Grex Airbrushes

A new range of airbrushes being imported by Little Cars.com are Grex, some samples of which we have received for testing:

Genesis XA Single Action

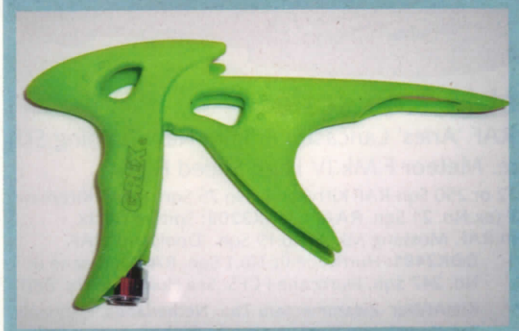
Price: £78	Nozzle size: 0.3mm
Feed: Top	Cup Size: 7MI

This single action brush looks very short without the weighted handle you see on most brushes, but is in fact nicely balanced. The spray band thickness is set by the rotary dial at the end of the brush and the push button controls the amount of air flow. Easy to use and for a single action brush not bad at all.

Genesis XT Double Action

Price: £120	Nozzle size: 0.3mm
Feed: Top	Cup Size: 7MI,15MI

Next up is the Genesis XT, a double action brush with a trigger action that reminds me of the Iwata Revolution TR range and comes with two different sizes of side mounted spray cups. This brush comes with a restrictor at the end of the handle that controls the amount of pull back available, which helps to create lines of identical thickness - useful for wavy camouflage schemes and adding staining.



Tritium TG XT Double Action

Price: £155	
Nozzle size: 0.2mm, 0.3,mm, 0.5mm	
Feed: Side	
Cup Size: 2MI, 7MI , 15MI	

The Tritium TG uses the same basic body as the Genesis but the cups are side mounted and you have three different size options for both the colour cups and the nozzles, and as one of these is a minute 0.2mm this means that you can spray details in the smallest of scales.

Airbrush Grip Set

Price: £18

Finally we have an addition to your existing airbrush in the grip handle, which is designed to help reduce fatigue and provide better handling and accuracy or aim. This handle will fit to most brushes with side or top mounted cups, and it fitted to my Iwata Eclipse perfectly, however this is an addition you need to try before you buy as for my larger hands I found that the trigger of the brush was now in the wrong position for me to use comfortably.

Thanks to Little Cars.Com for the samples. Check out the full range, as well as the biggest selection of tools going at most major shows in the UK including Scale ModelWorld at Telford.

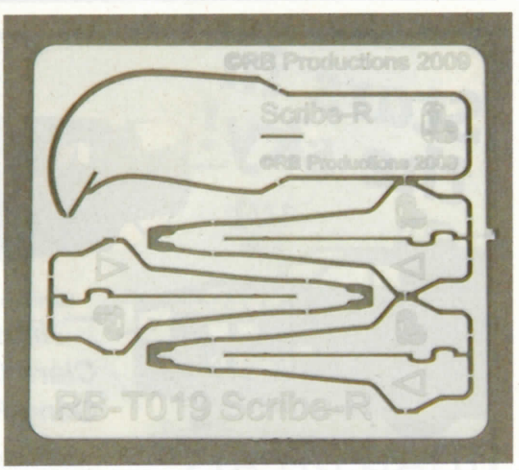
David Francis
SAMI

RB Productions

The latest releases from RB productions add to their range of saw blades with two new products. The first is a set of five specialist shaped saws, two curved and two tapered, which enables them to cut into the tightest of spaces, whilst the fifth blade is double-sided, with teeth angled in different directions, making this blade perfect for removing resin casting blocks.

The second tool is called the Scribe-r, and can be used in two ways. The sharp blade end can be used in a manner similar to other scribers, and will remove a fine burr of material, leaving a clear groove behind, and three of these blades are supplied in each set. The handle to which the blades are attached has a curved edge with fine teeth like a file, and this is ideal for scribing lines on wing edges and along fuselage spines."

Contour Saw Set
Product No: RB-T018
Price: 5.50 Euros



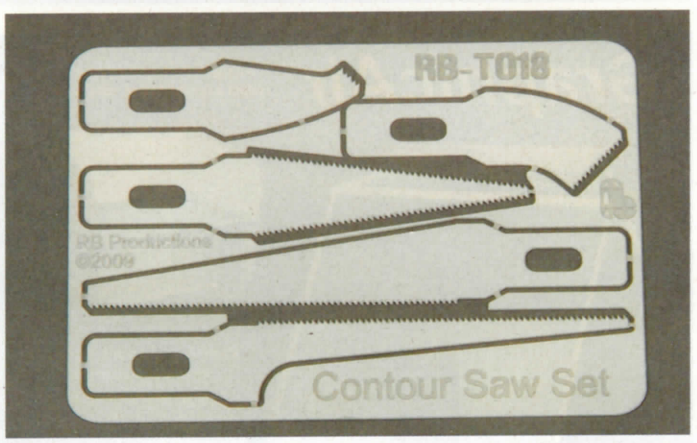
Rapid Cut Saw

Rapid Cut Saw
Product No: RB-T014
Price: 7 Euros

Conclusion

RB Production continue to turn out high quality tools produced from the highest grade stainless steel and, even better for us modellers, at prices that will not break the bank.

RB products can be sourced via the website at www.radub.com
SAMI



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Modellers Profile
No 29

Dassault-Dornier Alpha Jet A, 15227, of the Força Aérea Portuguesa seen in special markings. Santa Cruz cover all Portuguese subjects thoroughly in 1/72, although for larger scales the reader may have to resort to some degree to the spares box

Alpha Strike!

by Jack Trent

Question - when is a trainer not a trainer? Answer – when it is a light ground attack aircraft capable of delivering a potent package of ordnance in a low-level modern combat environment. Looking at the Alpha Jet one might be forgiven for assuming it would be something nice to take for a spin after golf on a Sunday afternoon – a sort of jet-powered Micro-Lite, but the reality is vastly different. Small, yes, but certainly not a machine to be taken for granted.

The Dassault/Dornier Alpha Jet project stems from a recognition by European Air Forces that a new advanced training aircraft was required in the early 1960s to replace existing types – chiefly the now ageing Lockheed T-33 and the Fouga Magister. Two designs leaped to the fore, the German/French Alpha Jet and, of course, the BAe Hawk.

Although the Hawk has ultimately proved the more successful design – at lease commercially – the Alpha Jet has seen service with a number of air forces over several decades. Springing from the original Anglo-French collaboration that gave birth to the Jaguar, this latter's emergence as a strike-fighter, rather than a trainer left the original requirement unfulfilled and in 1968 an initial specification was produced. Germany and France signed an agreement to buy the new design, each manufacturing them domestically, and proposals were accepted from three sources – Dassault/Breguet/Dornier, SNIAS/MBB and VFW-Fokker. The design specified twin engines, a requirement by the Luftwaffe following some concern over experience with the single-engined Starfighter.

The Breguet-Dassault-Dornier TA501 was accepted, and development went forward in early 1972. Prototypes were built in both countries, with the French getting airborne in October 1973, and the Germans following in January 1974.

Belgian Alpha Jet sporting some spectacular special markings

Introduction into service saw an immediate divergence, with Dassault's French machines earmarked as trainers, and the German Dornier-built machines designated as ground-attack aircraft. The Luftwaffe had been training for years in the empty spaces of the Southern United States, where both better weather and unlimited low-flying opportunities allowed for better use of time – if not exactly replicating the murky conditions of the potential Cold War battleground. German aircraft entered service in 1978, and 175 machines were produced up until 1983, designated Aplha Jet A, and these replaced the Fiat G.91R/3. The difference in avionics fit between the trainers and the strike aircraft give the German machines a more pointed nose, and this is the chief means of telling them apart form their French counterparts.

French-built machines were designated advanced trainers, replacing the Canadair T-33 in advanced pilot training and the Dassault Mystère IVA in weapons training, while the *Patrouille de France* display team uses the type to

Some of the most spectacular special schemes in recent years have been applied to the Alpha Jet

this day – the Alpha Jet having proved as successful in French service as has the Hawk in British, with no replacement as yet in sight.

Initial exports were promising, with Belgium ordering thirty-three aircraft designated Alpha Jet 1B. Machines were assembled by SABCA, who subsequently upgraded them to 1B+ configuration, including a laser-gyro inertial navigation system and HUD. Upgrades commenced from 2000 and the type will remain in service beyond 2015. Egypt ordered thirty, designated Alpha Jet MS1, and other export users include the Ivory

The tidy French trainer scheme sits nicely on the neat little trainer

Still showing traces of its German markings, and the Norm 83 camouflage pattern, ZJ648 is now operated by UK defence technology organisation QinetiQ

Coast, Morocco, Nigeria, Qatar and Togo. All machines were obtained from French production except for the Nigerian machines, which were of German origin.

Further foreign users obtained surplus machines after the Luftwaffe began phasing the type out from 1992. Forty-five aircraft were retained for lead-in fighter training, and fifty were sold to Portugal. Twenty-five were sold to Thailand, while the British Defence Evaluation and Research Agency acquired twelve as chase planes and flight test platforms. Reports circulate of a batch being delivered to the United Arab Emirates, but these are sketchy, and little information is available.

A close support version was developed in the early 1980s, featuring improved and advanced avionics, and a laser range-finder in the nose. Both Egypt and Cameroon have acquired examples, with initial machines, designated MS2 and AOI, provided by Dassault, and the rest assembled from kits. Among other variants that never reached production, Dassault proposed a carrier-based trainer, with arresting hook and stronger landing gear, for Aeronavale, and the US Navy.

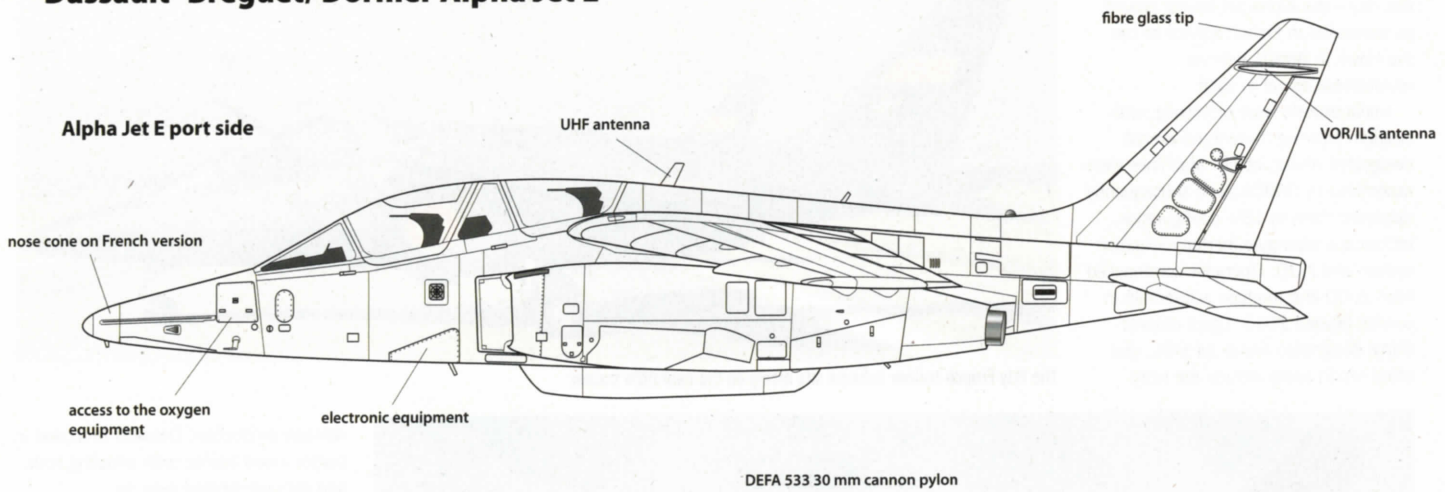
Although eclipsed in the minds of many by the Hawk, the Alpha Jet has had a long and busy career, and may be regarded as a successful design both as an advanced trainer and as a ground attack machine. In both roles it has proved picturesque and evocative – the colourful trainers of the Belgian Air Force and the Patrouille de France are both eye-catching and flamboyant, while the image of this diminutive machine unloading cluster munitions on advancing columns of Soviet armour from the skies over East Germany is one to inspire many of us to start cutting plastic.

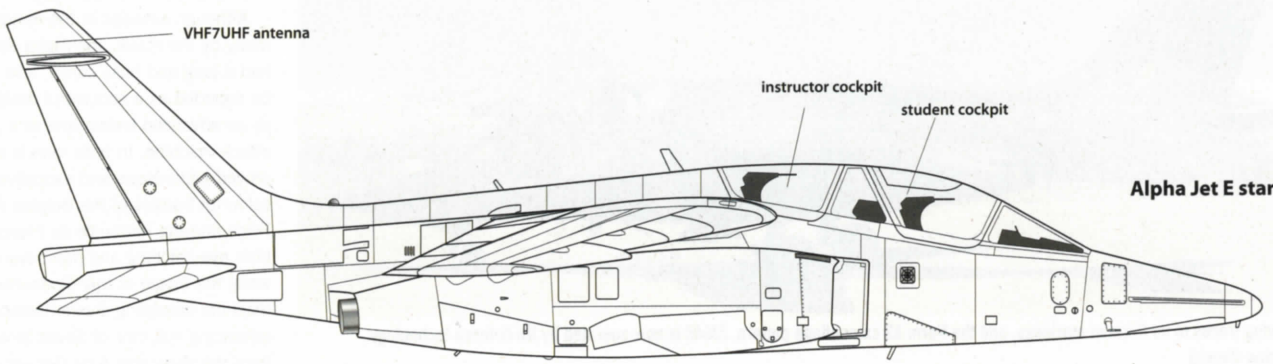
Some of the best things come in small packages, and although you could probably fit several of these into the space occupied by a more potent strike aircraft, the Alpha Jet has come a long way, is still active, and has not yet arrived at its omega.

SAMI

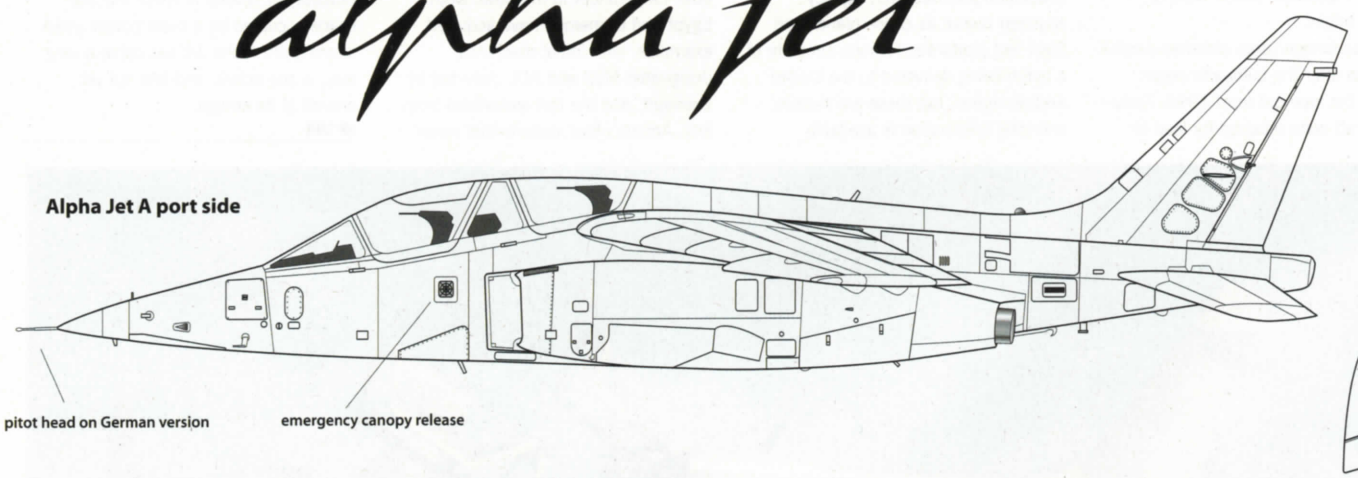
A Morrocan aircraft offering yet another colour scheme – the Alpha Jet is a spectacular subject for the modeller as far as colours and markings are concerned

Dassault- Breguet/ Dornier Alpha Jet E





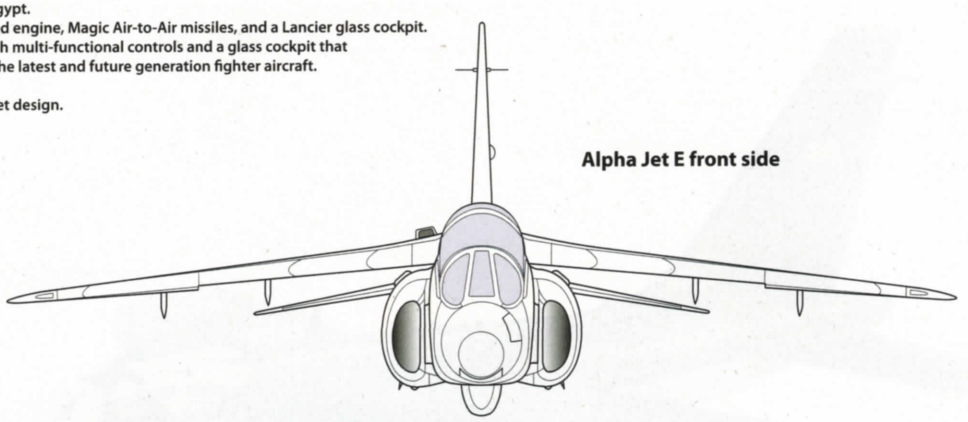
alpha jet



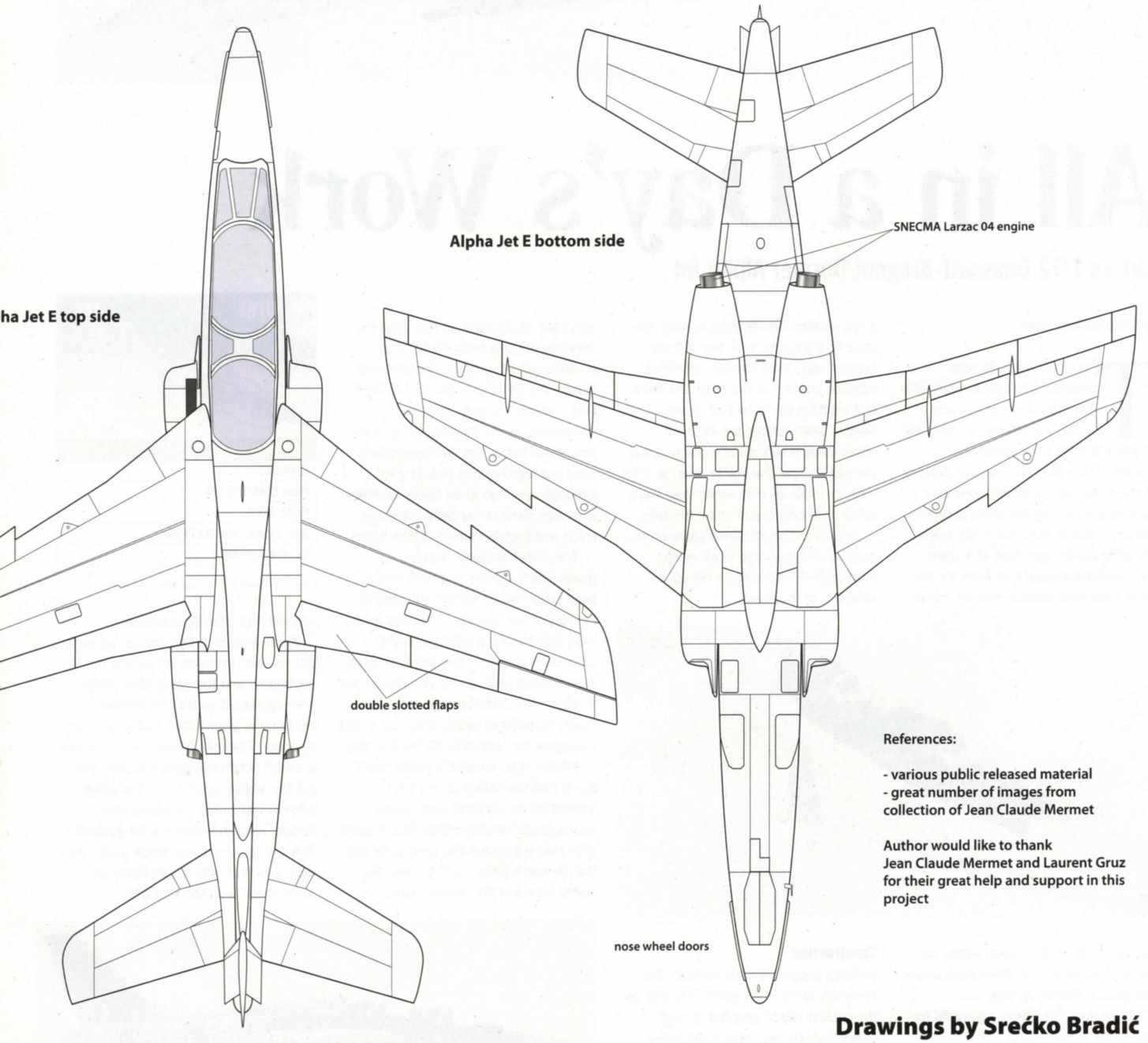
Type- trainer jet aircraft
Powerplant- 2x Turbomeca/ SNECMA Larzac 04
each thrust 26,48 kN
Crew- two man, instructor and student
Wing span- 9110 mm
Length- 12280 mm
Height- 4190 mm
Wing area- 17,50 m2
Empty weight- 3475 kg
Payload weight- 1525 kg
Take off weight- 5000 kg
Wing load- 285 kg/m2
Top speed- 990 km/h
Climb- 59 m/sec at sea level
Climb- 10970 meters in 8 minute
Take off run- 410 m
Landing speed- 170 km/h
Ferry range- 2940 km with two 310 liter fuel tanks
Top ceiling- 14630 m

Bradić Srećko
WWW.LETLETLET-WARPLANES.COM

pha Jet A: Attack version originally used by Germany.
pha Jet E: Trainer version originally used by France and Belgium.
pha Jet 2: Development of the Alpha Jet E optimized for ground attack.
is version was originally named the Alpha Jet NGAE (Nouvelle Generation Appui/Ecole or New Generation Attack/Training)
pha Jet MS1: Close support-capable version assembled in Egypt.
pha Jet MS2: Improved version with new avionics, an uprated engine, Magic Air-to-Air missiles, and a Lancier glass cockpit.
pha Jet ATS (Advanced Training System): A version fitted with multi-functional controls and a glass cockpit that
l train pilots in the use of navigation and attack systems of the latest and future generation fighter aircraft.
s version was also called the Alpha Jet 3 or Lancier.
e Argentinian FMA IA 63 Pampa is also based on the Alpha Jet design.



Alpha Jet E front side



ha Jet E top side

Alpha Jet E bottom side

References:

- various public released material
- great number of images from collection of Jean Claude Mermet

Author would like to thank
Jean Claude Mermet and Laurent Gruz
for their great help and support in this project

Drawings by Srećko Bradić

1/72 scale

All in a Day's Work

Airfix's 1/72 Dassault-Bregeut/Dornier Alpha Jet

By Bruce Leyland-Jones

The Airfix Alpha Jet was released a couple of years after the Matchbox version and, unlike the Matchbox, had been updated to reflect the operational aircraft, rather than the concept drawing of the prototype. Heller released their own version around the same time and the jury's out as to which is the better kit, although the provision of a stand and two crew swung it to Airfix for me. Airfix have now reissued this kit minus a box smaller than its reissue, sixty-nine parts fill the space, with one of them being a large, clear canopy. Ordnance supplied consists of two large fuel tanks and what appear to be four cluster bombs, while options are for a blunt-nosed Belgian version, or a pointy-nosed German. I chose the pointy-nose, as I did back in 1980, as that version also has a rather cool-looking gun under the belly.

Detail consists of raised panel lines and the undercarriage looks nicely represented. That said, mine will be airborne, on its stand.

the stand, but it does have decals for the MoD scheme from Boscombe Down, alongside a French version.

Pulled from The Stash, my model for this review is the original 1980 issue, with 'New' stamped on the box, from a time when 'New' actually meant 'New'. In

Construction

Building begins with the cockpit. The Heller kit came in for some criticism, as the cockpit wasn't detailed enough. Given that the two crew supplied by Airfix fill the empty spaces, a lack of detail wasn't an issue for me, as it's all a very tight fit. So tight, in fact, that the crew are missing lower limbs! The consoles are adequately moulded and when I dry-fitted the canopy, I realised that I couldn't actually see the instrument panels themselves, so time was saved there. The fuselage halves were put together and fit was good, although care had to be taken, as there is a large piece of the belly not yet in place and the structure is a little flimsy.

The undercarriage is nicely represented and this is affixed to the belly piece, which is then attached to the rest of the fuselage. This was a very nice, gap-free fit, a relief given the associated curves in this area. Because I was building gear-up, all I had to do was to attach the undercarriage doors and, again, these fitted nicely, with just a little superglue gel needed to fill the tiny gap.

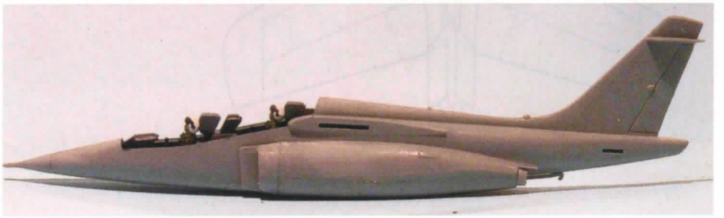
Intakes often present fit issues, but I found that the intakes on my kit, assembled as complete units before adding to the fuselage, fitted fine. A quick wipe over with some fine sandpaper and the job was a good 'un. Ditto with the pointy nose and the arrestor hook,

TECHNICAL DATA

Scale:1/72
Price: £7.99 US$11.75
Kit No: 03035
Type: Injection Moulded Plastic
Manufacturer: Airfix

(utilised on Luftwaffe machines).

Each wing is in two halves, allowing you to open up holes for pylons if necessary, and the assembled wings are engineered so that the correct anhedral is given when mated with the fuselage. The instruction sheet contains a useful head-on diagram to help you get the angles right. Once the wings were in place, the tailplanes were added, using the diagram for guidance. The cool gun pod was stuck under the belly and that was it...all ready for paint and it was still daylight!



Dassault-Dornier Alpha Jet E, 8-MH, of ET001.008 of l'Armée de l'Air. This aircraft is marked to commemorate 200,000 hours on the type

Dassault-Dornier Alpha Jet E of l'Armée de l'Air's Patrouille de France. This aircraft carries commemorative markings for the 55th anniversary of the team. Readers should have no problem sourcing markings for this scheme – even in 1/144, as Hahen from Germany have covered the scheme in the smaller scale

Dassault-Dornier Alpha Jet A, ZJ651, now operated by QinetiQ at Boscombe Down. This ex-Luftwaffe machine still carries the Norm 83B camouflage colours, which are RAL 78021 and FS34079. The scheme is currently provided in 1/72 in the recent Airfix reissue, or has been covered by Model Alliance in both 1/72 and 1/48 on their UK Air Arm Update sheets #72152 and#48152

Dassault-Dornier Alpha Jet A, 15227, of the Força Aérea Portuguesa. Seen here in the regular camouflage scheme of the FAP, which sources recommend as including FS 30219 Tan, FS 34079 Forest Green and FS 34102 Light Green. Santa Cruz decals are the recommended source in 1/72

Dassault-Dornier Alpha Jet A, 41+55 of the Luftwaffe's JaboG 49, seen here in the Norm 72 scheme, which includes RAL 6014 and RAL 7012 uppers. Lower surfaces are RAL7001. Aircraft in this colour scheme are included in various kits, or can be sourced from Hahen in a variety of scales

Artwork © 2009 John Fox

Early Alphas

A look at some of the older toolings in 1/72

By Bruce Leyland-Jones

Matchbox's original tooling was based on the concept drawings, rather than a production machine. As far as I know, only those boxes carrying the original artwork have the non-production tail. It stayed in this shape until the later *Patrouille de France* edition. Don't get confused when shopping by the diecast 'Skybuster's' offering! It's a little lacking in finesse.

Confusion arises over the Heller and Airfix kits. The Airfix tooling is recognisable, out of the box, by the hexagonal cross-section sprue. The plastic is also very glossy. Heller's comes with a round cross-section sprue and the plastic has a satin/matt finish. The Heller kit has the better cockpit, in terms of detail. Airfix supplies crew, albeit sans lower legs.

The Airfix kit includes the longer 450l tanks, as opposed to the 310l supplied with the Heller, and although the Heller kit provides no more ordnance, the Heller gunpod is much nicer than the Airfix. The latter supplies you with cluster bombs, and also has the correct pylons for the production version.

Techy bit... Apparently the area-ruled empenage, tailplane, and fin are slightly less refined in the Airfix kit, with the Heller being somewhat deeper and there is a marked difference in the tailplanes, in that the Airfix has more taper from root to tip. Overall, the leading edge of the Airfix wing is more accurate, although the trailing edge of the Heller wing is finer.

The nose is straighter and the Airfix has a more curvaceous engine nacelle, with a more pronounced area-ruling. However, while the straight nacelle upper surface of the Heller kit is more accurate and the intake splitter plates more refined, the intake opening of the Airfix kit is more accurate in cross-section.

Whilst the Heller has the better pipes, there are more fit issues with it than the Airfix.

The canopy is shallower on the Airfix kit than the Heller and generally smaller, while the Heller canopy has the framing more clearly defined.

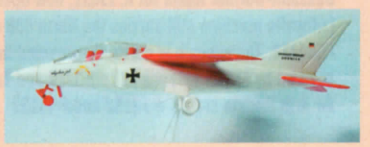
The nose gear leg is better detailed on the Airfix kit, although the separate wheel of the Heller is more clearly detailed. The mainwheel hubs are much nicer in terms of detail on the Airfix, but the Heller has the best legs.

Decals... er... vary.

I've also been told that for those wishing to add more main gear bay detail, or to open up an engine bay, the Heller kit is more favourably engineered, in terms of components breakdown.

Generally, the Heller product seems slightly more refined in its tooling. Both kits have raised panel lines and there is disagreement over the location of the leading edge dogtooth.

Revell's kit is the Matchbox, though the later tooling.



CLASSIC BRITISH KITS

Colour Options

Usual drill for painting is to apply the paler colour first. However, for ease of masking, I chose to paint the upper surfaces first, then mask the continuous demarcation line for the pale undersides. Some translation from Airfix to Humbrol was required, but this was simple enough and gave me H27/H75 upper surfaces, with H64 underneath and a black anti-glare panel.

Oh...and I used some metallics for the exhaust areas.

The ordnance brightened things up as the bombs were red with yellow noses and the fuel tanks were also yellow.

My decals were somewhat on the crispy side and required some TLC and lashings of Klear to settle them down. Given the improved quality of the new Airfix decals, I don't expect this to be a problem with the reissue. Once I'd beaten my 'transfers' into submission, an overall coat of the marvellous Humbrol Mattcote was applied and my pointy little jet was all done.

Conclusion

A simple quick build adding up to a nice finished result, and the recent reissue will no doubt please many with the UK markings. Neither the best nor the worst of the kits available, but certainly one that currently holds its own against the opposition.

● SAMI

Building the Alpha Jet

Modellers have been reasonably well catered for over the years in 1/72. Although all existing toolings are now dated, and the fit on some is debatable, Fujimi's kit is regarded by some as having the best surface detail, this being engraved. One of the best sets of parts so far released in the smaller scales has been Revell's little 1/144 kit, which has nice engraving, a good transparency, and has been covered in decal-form by Hahen. This kit is due to be reissued, and is a nice little tooling when you find it. Revell also reboxed the Matchbox kit – which was a typical Matchbox release of its era, with overscribed panel lines and simplified detail.

In 1/48 Esci kitted the type, and this now seems to have been reboxed by Heller. As with many of the 1/72 toolings, these moulds may be regarded as vintage and the new PJ resin kit will almost certainly be the most accurate and detailed kit available in 1/48. The first boxing offers the French A, the German E will follow.

A 1/32 kit has been released by Fliegerhorst, of Germany, and this too is a resin kit with mixed-media detail parts.

Accessories

Little has been produced to our knowledge covering the type specifically, but some generic ejector seats may be sourced, and given the highly visible nature of the machine's interior will no doubt make a difference. Bear in mind the French Alpha Jet E is fitted with Martin Baker seats, while the German Alpha Jet A is uses the Stencel S-III-F3.

Airfix #03035 1/72 Alpha Jet £7.99 US$11.75
Esci #4086 1/48 Alpha Jet A/E OOP
Heller #80435 1/48 Alpha Jet £13.99 US$17.99
Heller #80257 1/72 Alpha Jet OOP
Heller #52303 1/72 Patrouille De France 50th Anniversary set. Includes Alpha Jet £39.14

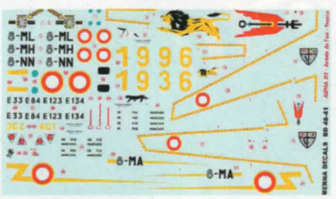
Revell #04095 1/72 Alpha Jet OOP
Matchbox #PK-5 1/72 Alpha Jet OOP
Fujimi #72213 1/72 Alpha Jet £9.95
Fliegerhorst #32001 1/32 Alpha Jet A €134.50 US$150.00
PJ Productions #481003 1/48 Alpha Jet €83. 00

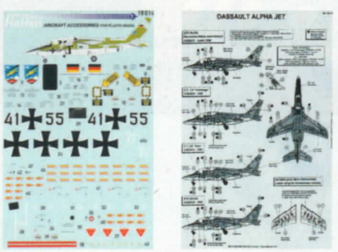
Decals

The modeller has been well-served by the industry as far as decals are concerned – certainly better served than with kits, and a good number of options are available. The Alpha Jet seems to crop up on a lot of sheets as an 'also ran', so be prepared for some items for your spares box. Prices and availability for the following may vary, as many are out of production, or come from limited runs produced by small companies not operating with mainstream distributors.

Hahen's unique 1/18 sheet is – presumably – aimed at the Hitek radio-controlled model, which is outside the scope of this report.

Berna Decals #72022 1/72 Dassault Alpha Jet £6.99
Berna Decals #48041 # 1/48 Dassault Alpha Jet £9.99
Colorado/Carpena #72037 1/72 Gulf Air Arm includes Alpha Jet (Qatar) £5.86
Hahen #144022 1/144 Alpha Jet Jabo 41/43/49/E61 €7.50
Hahen #144042 1/144 Alpha Jet Patrouille de France €20.00
Hahen #18014 1/18 Alpha Jet €20.00
Hahen #32016 Alpha Jet Jabo 41/43/49/E61 €14.95
Hahen #48016 Alpha Jet Patrouille de France €15.50
Hahen #48019 Alpha Jet Jabo 41/43/49/E61 €16.50
Hahen #72024 Alpha Jet Jabo 41/43/49/E61 €12.50
Hahen #72057 Alpha Jet Patrouille de France €12.50





References

20 Years of the Alpha Jet in the Belgian Air Force
Author: Marc Arys
Publisher: Marc Arys
ISBN: 90 805332 3 8
Format: Softback. 115pp

Daco #7211 1/72 11 Sqn Alpha-Jet AT-11 'BatBird' OOP
Daco #7217 1/72 Alpha Jet AT-11 Demo Scheme €5.00
Model Alliance #48152 1/48 UK Air Arm includes QinetiQ/ETPS scheme £12.72
Model Alliance #72152 1/72 UK Air Arm includes QinetiQ/ETPS £8.80
ModelArt #72028 1/72 French Alphajet OOP
ModelArt #72031 1/72 French Alphajet OOP
ModelArt #7244 # 1/72 includes Patrouille de France 50th Anniversary scheme £6.11
ModelArt #7246 # 1/72 includes Alpha Jet Patrouille de France £6.36
Modeldecal #057 1/72 includes Alpha Jet Armee de l'Air £3.71
Santa Cruz #7229 1/72 Alpha Jet 3 Esquemas de Pintura €3.50
Santa Cruz #7216 1/72 Alpha Jet - Nato Tiger Meet K. Brogel 2001 €3.50
Santa Cruz #7215 1/72 Alpha Jet - Nato Tiger Meet Beja 1996 €3.50

Jagdbombergeschwader 43
Fighter Bomber Wing 43 in Oldenburg
Author: Hartmut Feldman, Wilfried Zetsche
Publisher: AirDoc
ISBN: 978 3935687 66 9
Format: Softback, 64pp

Der Alpha Jet
Author: Bernd Vetter, Frank Vetter
Publisher: Motorbuch Verlag
ISBN: 978 3613030053
Format: Hardcover, 198pp

Espimodel 2009

By Filipe Araújo

September 12th – 13th saw an excellent turnout for the Espimodel show and competition in Espinho (Portugal) and congratulations are in order to the Núcleo Modelismo Espinho (Espinho Model Club) for another superb event that saw some 300 competition entries. Of particular note was a beautifully finished 1/35 Dora Railway Gun, and many excellent models representing the Portuguese Air Force.

We look forward to a repeat of this year's success in September 2010

SAMI

EXPOSIÇÃO DE MODELISMO
ESPIMODEL
5 a 13 SET.
EXPOSIÇÃO: 5 A 13 SETEMBRO
CONCURSO: 12 A 13 SETEMBRO
LOCAL: JUNTA DE FREGUESIA DE ESPINHO

1/72 Hawker Hurricane Mk IIC with CMK figures by Filipe Araújo

Wyvern S.4 in Suez markings, by Ricardo Veríssimo, built from the Trumpeter 1/72 kit

1/48 F4U-2 Corsair by Ricardo Veríssimo

1/72 Westland Lynx. Another example of Portuguese aviation, which was well represented in the show

1/35 Dodge Ambulance by Filipe Araújo. Not an aircraft, we know, but not an uncommon site on airfields in WW2, and a kit we'd like to see in 1/48

1/35 Railway Gun Dora. This monster simply had to be included. One can only wonder how many of these massive kits will ever be completed – certainly not many to this standard! Built by Luís Alho

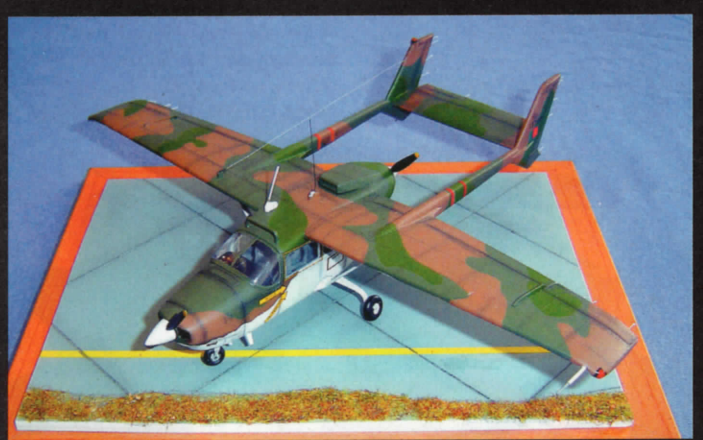
This 1/48 Miles Magister by Gentil Martins featured a nice open engine bay. From the Planet kit presumably?

1/48 T-6G Texan by Gentil Martins. A particularly striking colour scheme

If it flew in Portuguese colours, it was probably here. 1/48 F-86 Sabre by Gentil Martins

One unusual exhibit was this 1/12 F-16 Cockpit, built from the Esci/Italeri tooling

Some models from Junior class. The standard was particularly high in this category



This beautifully made 1/48 Cessna FTB-337 deserved the highest commendation

1/48 Nieuport 21 in silver dope finish with nicely tipped control surfaces

BY ANDY MCCABE

Tante Ju

Revell's spectacular tri-motor in civilian guise

Revell Junkers Ju 52/3m

The Ju 52, manufactured between 1932 and 1952, saw both Civilian and Military use. Nearly 5,000 were built at three production facilities, initially in Germany until 1945 then in both France and Spain. The first flight of the Ju 52/1m was on the 13th October 1930 with the Ju 52/3m following on the 7th March 1932.

Initial Ju 52s were powered by a single BMW or Junkers liquid cooled engine but after seven prototypes were flown the aircraft was reconfigured to a three-engine layout, or 3m for drei Motoren (three engines). The initial engine type was the Pratt & Whitney Hornet Radial Engine but later models received the BMW132, which was a license built variant of the Pratt and Whitney design. Export models also featured either the Pratt and Whitney Wasp R-1340 or the Bristol Pegasus IV.

The Ju 52 featured a low cantilevered wing with a box section fuselage covered with a corrugated Duralumin skin. The passenger payload was for seventeen plus three crew and the aircraft had a range of 745 miles and a maximum speed of 162mph.

Although mainly described in the past tense the Ju 52 is still flying in certain countries and remained in service into the 1980s

Revell's Classic Kit

The rather large Revell box contains eight sprues of silver/grey injection moulded plastic and two sprues of clear, offering 246 parts in all, as well as one instruction sheet and one large decal sheet. The silver/grey parts have very nice surface detail with superbly moulded corrugated surfaces that portray the duralumin very effectively, while the instruction sheet/booklet is a typical Revell production with paint references given to their own brand throughout.

The large decal sheet is expertly printed by Cartograf with perfect colour clarity and density.

Construction

A full and comprehensive cockpit and cabin is a feature of this kit and it is of course in this area that the build commences. The cockpit is worth detailing as it can be seen quite clearly through the large glazed screens, while the instrument panels are provided as decals or can be painted in if preferred, but it is a shame to waste the nice decals. Careful painting and dry brushing of the parts highlights all of the surface detail and really brings it to life.

With this section completed work begins on the cabin, which comes complete with a washroom/toilet and is very nicely reproduced. Unfortunately none of this can be seen once the fuselage halves are closed as the only window is a very small round one - privacy in the privy was as important then as it is now, even whilst in the air! The passenger seats can be configured in one of two ways depending on the version you choose to model, either the smoker cabin

No detail has been omitted in the passenger compartment

In association with

Revell

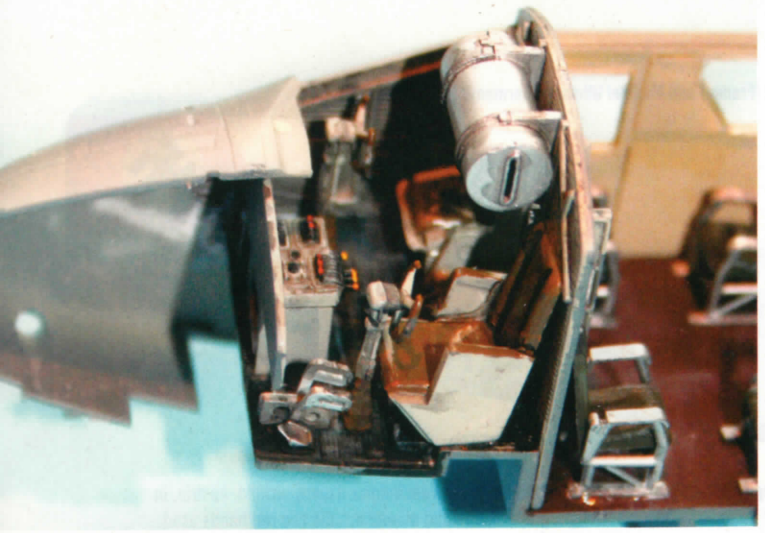
www.revell.eu

Build Your Dream!

TECHNICAL DATA

Revell Junkers Ju 52/3m

Scale:	1/48
Price:	£29.99
Kit No:	04558
Type:	Injection Moulded Plastic
Manufacturer:	Revell AG
UK Importer:	Revell UK
US Importer:	Revell-Monogram



A thorough job can also be made of the cockpit

or standard - no such choice today. Each seat is assembled from three parts and there are twelve to make.

Once all the seats and bulkheads are installed the interior is a very nice assembly on its own, and it is just a pity that only a small part of it can be seen once the model is finished. This assembly is fitted into one fuselage half and then the two are joined together. The cabin roof has individual clear parts for the lights and also luggage racks - no detail has been missed by Revell with regards to the interior.

The roof and lower fuselage sections are now joined to the fuselage assembly and put to one side to allow the cement to dry thoroughly.

No filler was needed on any of the joints during the fuselage assembly which is amazing considering the size of the model.

The wings are made from two parts each and are rather large mouldings. When assembled they slot into the fuselage by means of a spar and step method, which gives a very strong positive joint. The tailplanes are of similar construction to the wings but do not have the stepped assembly to the fuselage, however the location is just as positive and no filler was required in either these or the wing-to-fuselage joints.

The horizontal tailplane elevators are fitted to the main tailplane by a type of hook and slot assembly that is very flimsy and would not survive the trauma of masking and painting, so were left off until final assembly. The same type of fitting is required for the wing ailerons so these were left off as well.

Construction can now move onto the undercarriage, of which two types can be modelled, either with the wheel fairing or without, and these were assembled and painted but not fitted to the fuselage at this stage either.

The engines are the next assemblies to be tackled.

Careful painting and dry-brushing highlights the detail very nicely though the exhausts are a bit tricky to fit and take a bit of time to get right. Each engine assembly is fitted into its own cowl before fitting to the fuselage, which again were left off until the final assembly stage.

The canopy was masked and fitted to the fuselage and whilst I was in the mood for masking I did the cabin windows as well.

The model was now given a coat of white primer ready for the main paint scheme.

Painting and Markings

A coat of Revell 330 Fiery Red Acrylic paint was sprayed onto the areas that were to be red, these being the bulk of the fuselage except the nose, the forward sections of the wing and all of the tail surfaces. When dry the masking was applied ready for the silver paint to be applied. I was expecting this to be problematical due to the corrugated surfaces but the Tamiya tape was flexible enough to conform to the irregular shapes.

Humbrol Silver 11 was applied and when the masking was removed I was pleased to see that the paint had not bled under the masking tape, so I was spared a touching-in session.

The black areas were now masked off using a combination of Tamiya and Jammy Dog tape then Tamiya X1 Gloss black was sprayed on, and when the masking was removed a very striking colour scheme was revealed that draws comments such as 'should it really be that colour red?'

The engines, undercarriage and tail elevators were now fixed into position, and the wing ailerons required a major masking mission all of their own. These were first sprayed with gloss black and then 3mm wide tape was applied at 3mm intervals along their length on both sides. After this marathon session of masking. Humbrol Silver 11 was applied and the result was well worth the effort, considerably enhancing the overall paint scheme.

The decals supplied are very nicely produced and even the white ones have enough colour density not to show too much red through them. Due to the corrugated surfaces I chose to use a setting solution to soften them so that they would mould to the surface. This may have been unnecessary but I thought it best not to take a chance.

There are two decal options supplied:-

- Junkers Ju 52/3m ce of the German Air Ministry Flight 1936. Overall Red/Silver with black nose, engines and wheel struts/fairings
- Junkers Ju 52/3m ge of *Osterreichischen Luftverkehrs A.G.* April 1938, Innsbruck, Austria. Overall Aluminium with Black Nose, engine and wing bands

A nice touch, but a shame it will never be seen again. Now wash your hands please...

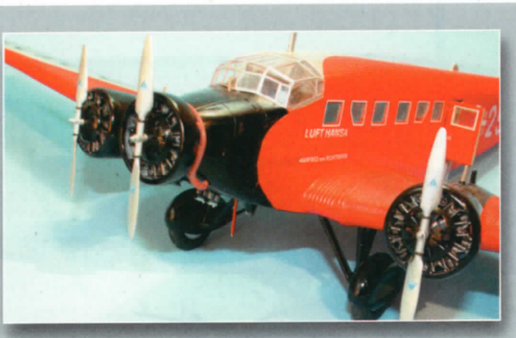
Conclusion

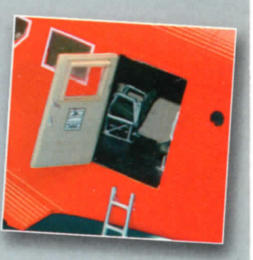
This is a mighty kit in more than one sense. It is a big model when finished and there was only ever going to be one colour scheme applied when I saw the box artwork. The level of detail straight from the box is very high and the quality of the parts is excellent. The interior detail is superb but it is a pity that is hidden for the majority as it should be seen.

A large kit that is very hard to put down once picked up but patience, as they say is a virtue and has to be applied at certain stages of the build otherwise mistakes can be made.

A thoroughly enjoyable build and a very striking one when finished - you don't see many aircraft with this type of colour scheme.

● SAMI

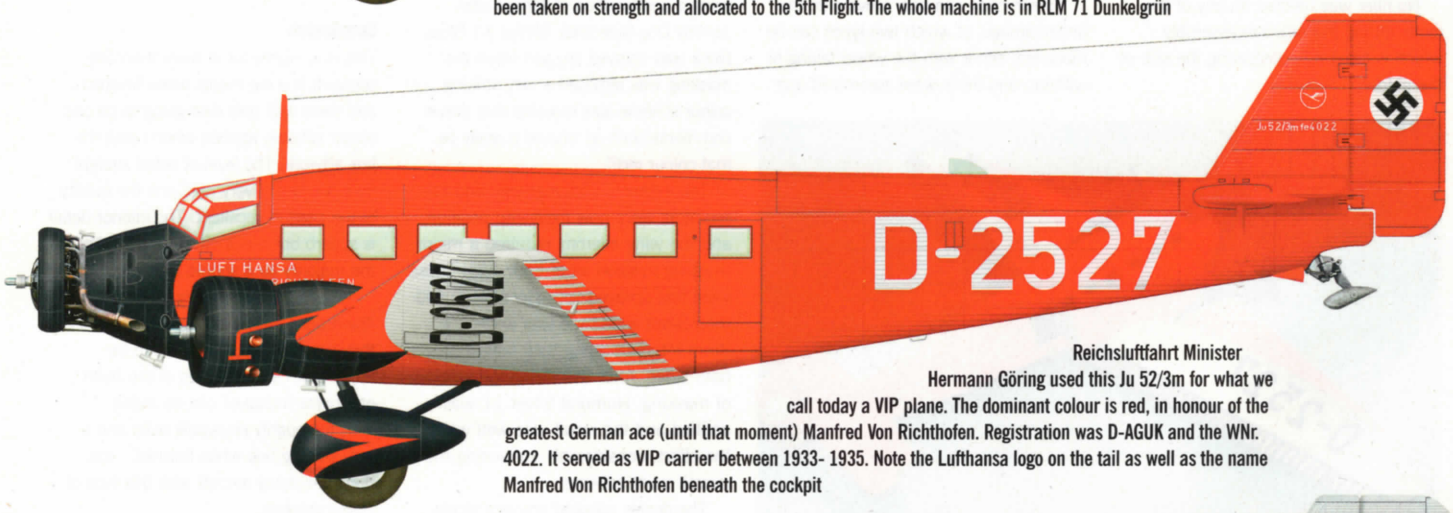




References:
Flugzeug, Nr. 4/96, Juan Del Valle, Junkers Ju 52 in Bolivianischen Diensten- Teil1, by Dr. Johann A Jakob, Germany
AirDOC No. 01 Junkers Ju 52/3m, Henry Hoppe, Air Documentations, Germany
Junkers Ju 52 in action, Squadron Signal Publication
Flugzeug Profile Junkers Ju 52, Alfred W. Kruger, Flugzeug Profile
Special thanks for their help to Chris Sheppard (Australia), Nico Braas (Netherlands), C-J. Ehrengardt (France) and Michael Ullmann (Germany)

Ju 52/3m g3e, registration 50+G10, based on a photograph from Vienna-Aspern airfield, Austria, in 1939. The aircraft wears an early overall light grey scheme and of note are the two red bands used during the Anschluss of Austria in March 1938

The code S13 indicates a Schule (S) in the Luftgau XIII (13) of Nurnberg, hence S13+. The Luftgau was a subdivision of a larger Luftkreis. It is very difficult to guess the other letters/digits because the letter following the cross indicated the flight within the school the plane belonged to. The last two digits (sometime three) indicated the real identity of the aircraft, signifying the order of arrival of this particular airframe at this Schule. Thus the code of this Ju 52/3m would have been S13+E33 if it was the 33rd plane to have been taken on strength and allocated to the 5th Flight. The whole machine is in RLM 71 Dunkelgrün



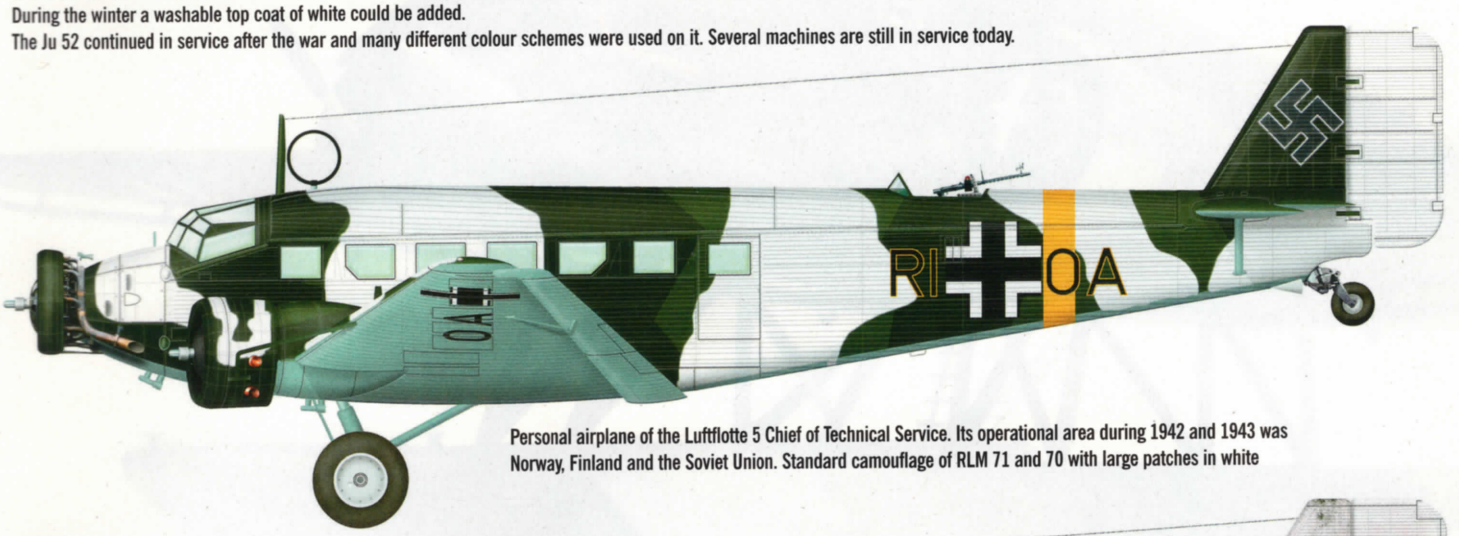
Reichsluftfahrt Minister Hermann Göring used this Ju 52/3m for what we call today a VIP plane. The dominant colour is red, in honour of the greatest German ace (until that moment) Manfred Von Richthofen. Registration was D-AGUK and the WNr. 4022. It served as VIP carrier between 1933- 1935. Note the Lufthansa logo on the tail as well as the name Manfred Von Richthofen beneath the cockpit

This bomber version of the Ju 52, in a pale grey scheme, belonged to Fliegerführerschule (C), Lechfeld, Summer 1938

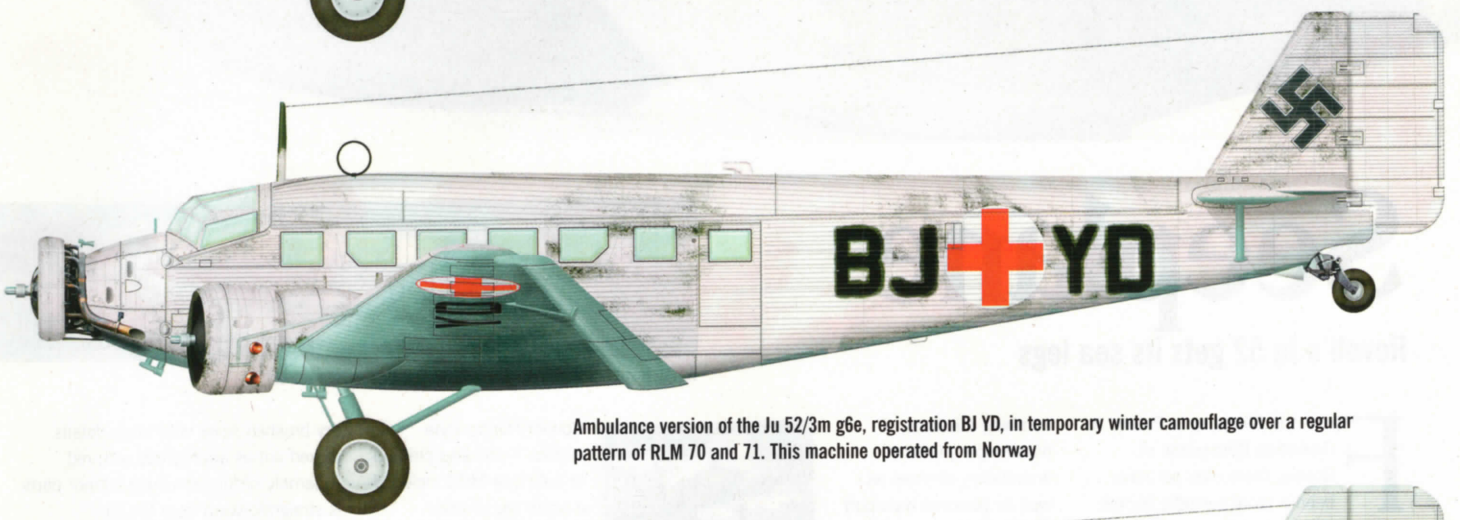
General notes:

The Junkers Ju 52 has a very important place in German aviation history. It started its career as a VIP aircraft as well as a bomber but was also used by the German airline Lufthansa. Initially the machine was painted overall L40/52 (Lufthansa-Grey) or RLM 01 Silver. The nose was a very dark colour, some sources state blue-black while some state simply black. In later service aircraft received a new camouflage pattern of RLM 61/62/63/65 or overall RLM 02 and in these colours Ju 52s flew in the civil war in Spain. Up until WW2 three more schemes were introduced, replacing these initial patterns. These were RLM 65/70/71, RLM 65/71 or RLM 71 overall. In Africa some aircraft received desert camouflage but in most cases flew in regular European theatre colours. During the winter a washable top coat of white could be added.

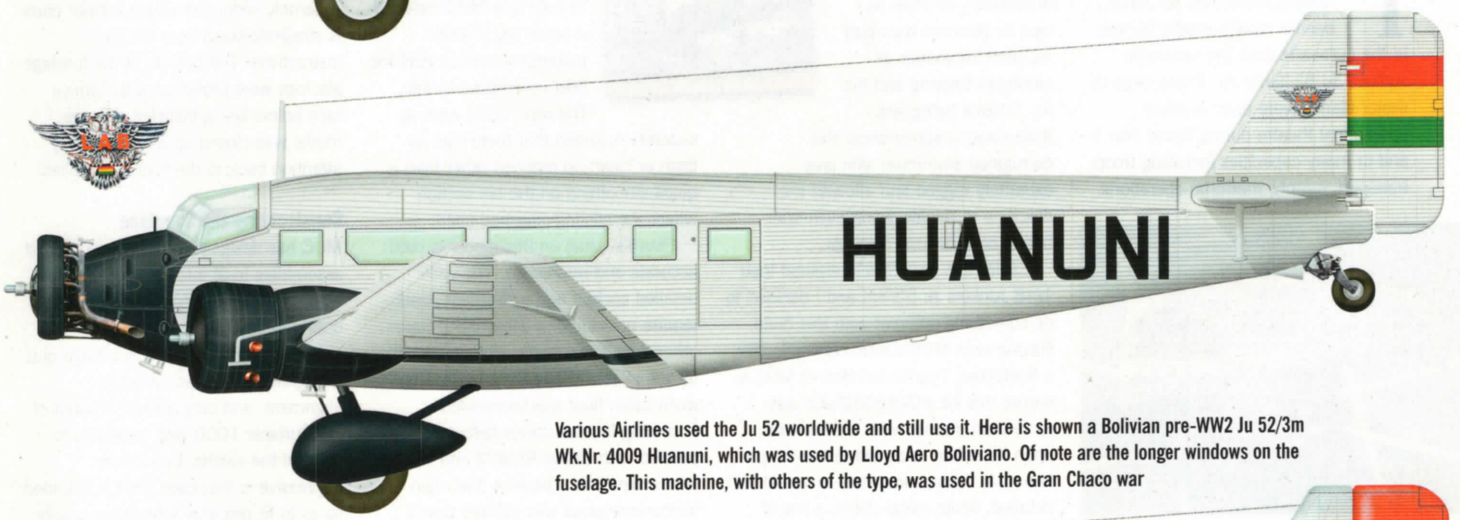
The Ju 52 continued in service after the war and many different colour schemes were used on it. Several machines are still in service today.



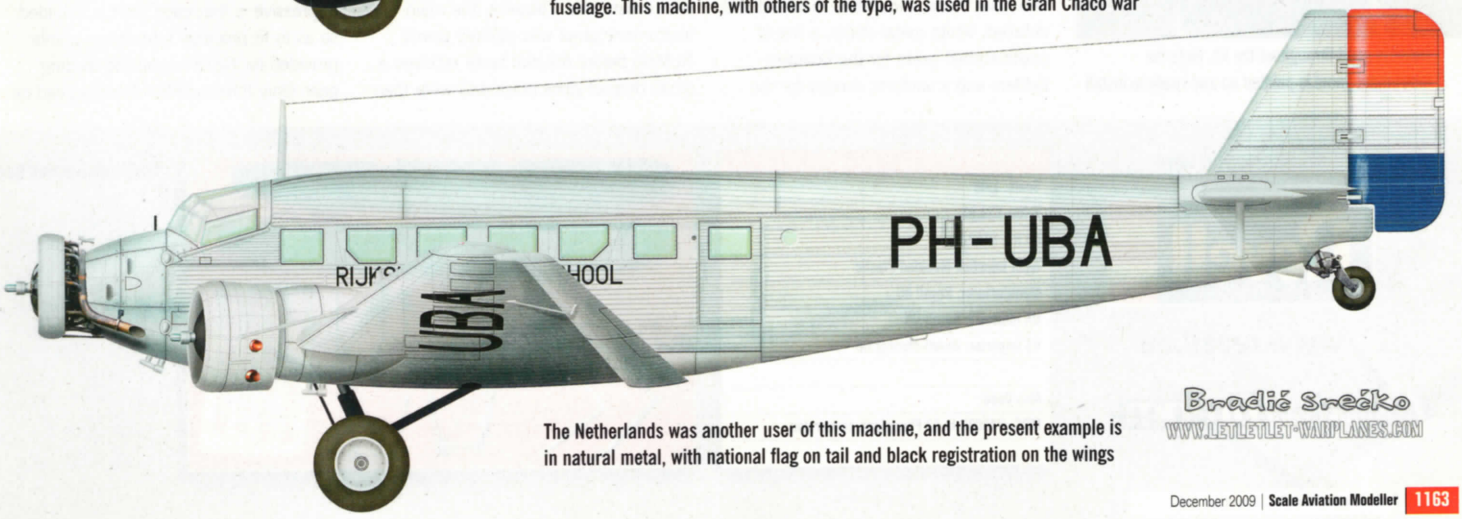
Personal airplane of the Luftflotte 5 Chief of Technical Service. Its operational area during 1942 and 1943 was Norway, Finland and the Soviet Union. Standard camouflage of RLM 71 and 70 with large patches in white



Ambulance version of the Ju 52/3m g6e, registration BJ YD, in temporary winter camouflage over a regular pattern of RLM 70 and 71. This machine operated from Norway



Various Airlines used the Ju 52 worldwide and still use it. Here is shown a Bolivian pre-WW2 Ju 52/3m Wk.Nr. 4009 Huanuni, which was used by Lloyd Aero Boliviano. Of note are the longer windows on the fuselage. This machine, with others of the type, was used in the Gran Chaco war



The Netherlands was another user of this machine, and the present example is in natural metal, with national flag on tail and black registration on the wings

Bradić Srećko
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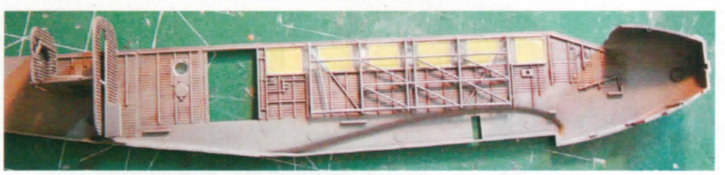
BY GREG GOHEEN

Seeplane

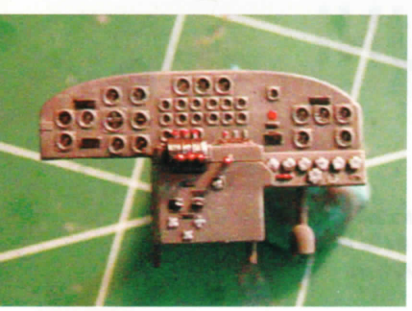
Revell's Ju 52 gets its sea legs



A fine level of internal detail is provided throughout the kit

From the Blitzkrieg in Poland to Operation Barbarossa in Russia, there may not have been a more versatile aircraft in the Luftwaffe than the venerable Junkers Ju 52 *Tante Ju*. These large tri-motor planes were used in every operational theatre during World War II and in many capacities including troop transport, supply, maritime operations, bombing missions, paratrooper platform, ambulatory services as well as personal transport for such luminaries as Hermann Goering and his ilk. Despite being less than sleek in appearance, the corrugated aluminum skin was extremely rugged and allowed the machine to remain flying even after taking considerable damage.

Earlier this year Revell reissued their 1/48 Junkers Ju 52/3m and I decided to do something different with this build. Having seen MDC's resin conversion for a floatplane, I contacted Bob at MDC to secure this kit #CV48032 and was more than pleased with the contents upon its arrival. Included in the kit are two resin floats, exquisitely moulded and detailed, white metal struts, a fret of photo-etched brass for the boarding ladders and a vacform canopy for the Condor *Haube* style cupola. I was also pleased to note that MDC included a small bag of resin mooring cleats to detail the float assemblies further. The resin floats were so superbly moulded that there was no flash or clean-up required other than a quick smoothing on the tail section where the casting plug had been.



Detail is good throughout the kit. Here the instrument panel is painted up and ready to install

Revell's detail on this model is both accurate and impressive. The well-detailed cockpit and instrument panel require no additional aftermarket items other than a few photo-etched seatbelts for the pilot and co-pilot's seats. The main cabin floor was assembled according to instructions before being painted with Gunze RLM02 and washed with artists' oils. Likewise, the main instrument panel was painted Gunze RLM66 before the dial faces received a small drop of gloss black and were then dry-brushed silver with other details picked out as appropriate with red. Assembly of the remaining interior parts is straightforward from the kit instructions. The outside of the fuselage glazings were protected with Tamiya tape before being installed and the model was closed up as I turned my attention back to the float assemblies.

Constructing the Seeplane

MDC has designed the struts as precast assemblies to fit into the resin floats with a bit of CA superglue, instead of opting to have each component separately attached. This is a huge plus for rigidity as well as an aid to alignment, and only a small amount of Mr. Surfacer 1000 was necessary to conceal the seams. Even more impressive is that each strut is moulded so as to fit precisely into datum points provided for Revell's wheeled landing gear. Only three additional holes need be

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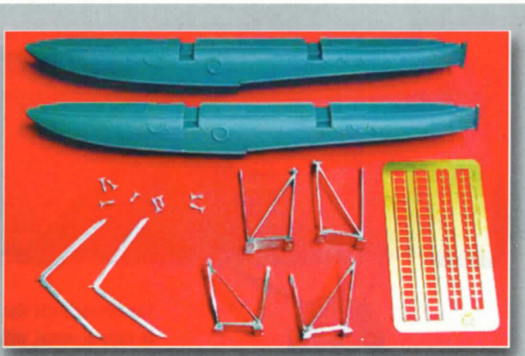
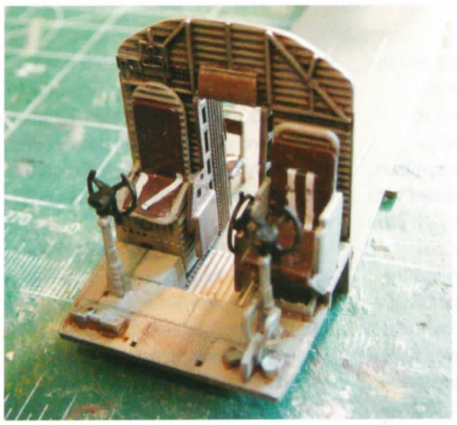
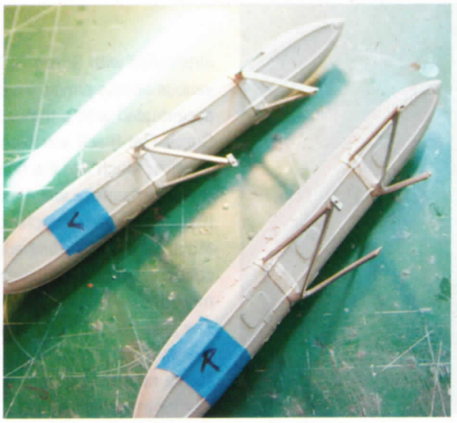
TECHNICAL DATA
Scale: 1/48
Price: £29.99
Kit No: 04521
Type: Injection Moulded Plastic
Manufacturer: Revell AG
UK Importer: Revell UK
US Importer: Revell-Monogram
Also Used:
MDC #48032 Ju 52 Floatplane conversion



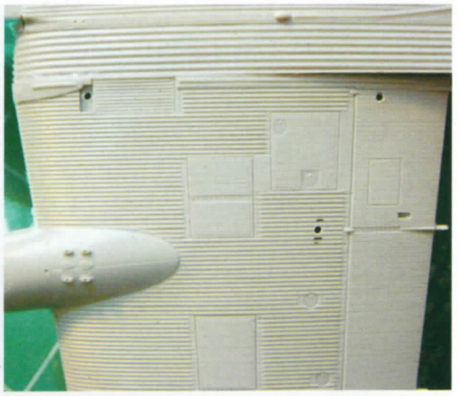
MDC's conversion parts



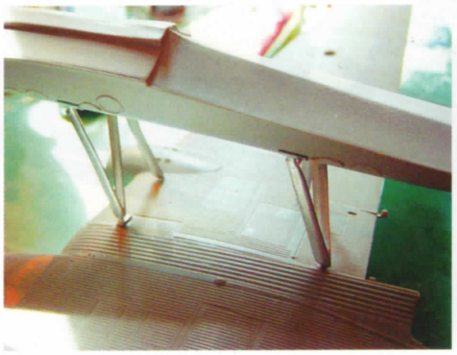
The finished crew cabin – only the addition of etched belts is necessary



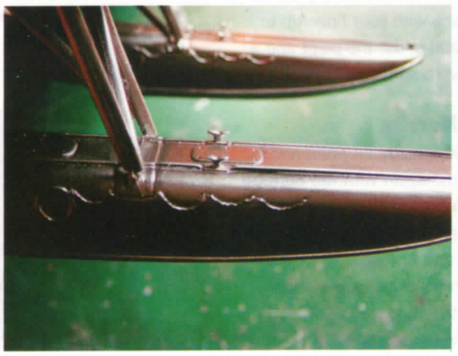
MDC's floats are nicely designed and include some very user-friendly struts



Little work is required to attach the floats beyond the drilling of those holes not already provided for the wheeled undercarriage

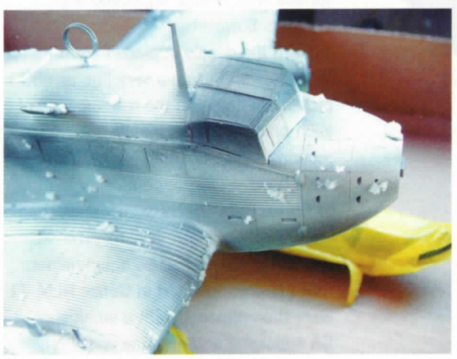


The quality of the MDC conversion parts ensures an enjoyable and trouble-free build

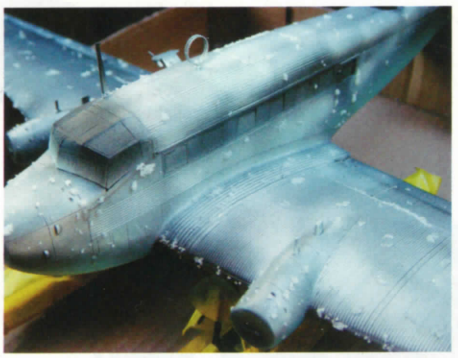


Mooring cleats are provided to enhance the floats further

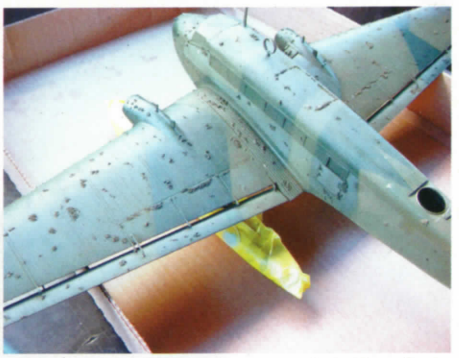
Weathering with the salt technique is both easy and effective



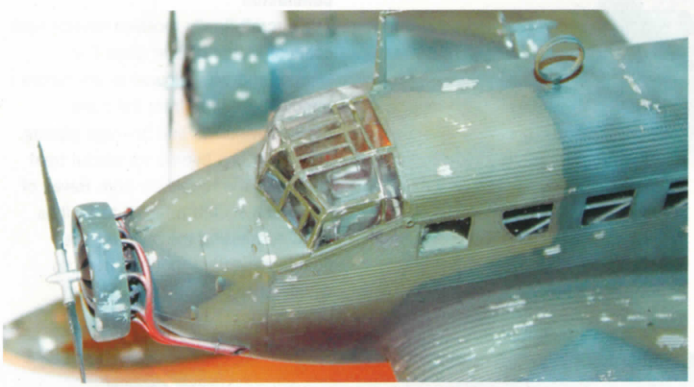
The salt sticks very effectively to the droplets of water scattered, and crystallising will mask the paint thoroughly



Aircraft exposed constantly to heavy washes of salt water will exhibit signs of considerable wear



The faded camo scheme has been sprayed over the salt masks



Masking removed, the finished aircraft shows every sign of hard usage

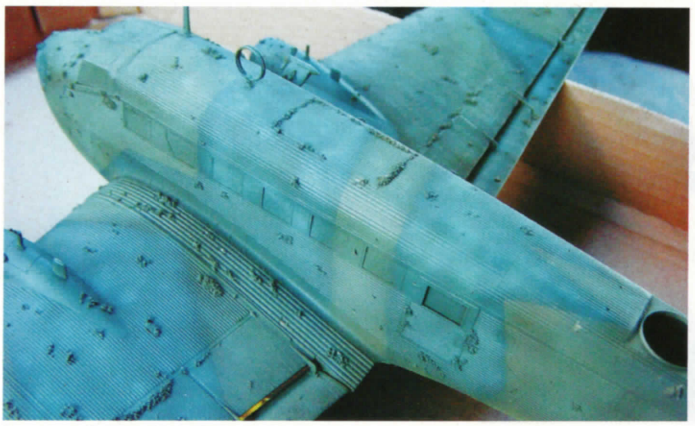
drilled to fix the remaining struts on each side to attach to the underside of the plane. This was accomplished by fitting the front portion of the strut moulded for the datum point connection in place and carefully marking the positions of the remaining struts on the bottom of the wings with a permanent marker. These holes were drilled with a pin-vice before the entire float/strut assemblies were glued into place with CA superglue.

At this point I realized that the weight of the resin floats was not going to allow the aircraft to sit properly and decided to open a large section on the underside of the nose. A piece of .010 Plasticard was cut and painted RLM66 before being glued inside this cavity, as I needed a firewall to keep the nose weights from spilling over into the cabin area. I then simply poured copper coated ball-bearings into the nose section and squeezed in some thick CA glue to keep them in place. Another piece of Plasticard was then glued into place to close up the cavity before being puttied with Mr. Putty and smoothed to hide this necessary surgery.

Worthy of note are Revell's engine assemblies. These are masterfully moulded in several pieces to include exhaust stacks that truly enhance the finished build. Special attention should be taken to stick with the instructions during this assembly process so as to orient the faces of each engine accordingly. The complete assemblies were painted Model Master Gloss Black Enamel before then being painted several shades of Alclad II lacquers, including Dark Aluminum and Duraluminum. The exhaust stacks themselves were then airbrushed Alclad II Copper for a heated and rusted look before being toned back with a light overspray of Duraluminum.

Salt Water Weathering

With the main assembly of the aircraft and floats now accomplished I turned my attention to the paint scheme and weathering in mind for this particular build. The floats and struts were primed with Mr. Surfacer 1200, followed by several light coats of Model Master Gloss Black Enamel. These were then painted with several coats of Alclad II Aircraft Aluminum and allowed to cure fully before being sealed with Future/Klear. Once dry, I was able to begin replicating the harsh weathering normally found on seaplanes and used the salt weathering technique. This is very straightforward and simple, in that a small brush is used to dot water upon the surface of the model where chipping is required and then ordinary table salt poured over these droplets. The salt bonds instantly with the water drops and will crystallize



Here the painting and weathering are complete, and the model ready to unmask

in a very short period of time. However, one has quite a bit of time to move the salty clumps around or into smaller/larger elements before it fully hardens. Then it is a simple matter of painting over these salt mounds after they are fully crystallized. Gunze RLM 71 was used for the topside of the floats and struts, while Gunze RLM 65 was used for the lower portion of the floats. After the basecoat was in place I began to lighten the basecoat with white paint, and to airbrush streaking and stains upon the floats. After the paint has fully cured the salt clumps are simply picked off of the surface with your fingertip to reveal bare metal under the paint and a chipped and worn surface.

Painting and Finishing

The airframe was ready for paint and I proceed to prime again with Mr. Surfacer 1200 before Model Master Gloss Black Enamel was sprayed over the entire upper surface and fuselage. This area was then airbrushed with several light, uneven coats of Alclad II Aircraft Aluminum. The underside was airbrushed with Gunze RLM 65 and the various access panels were further accentuated with a thinned mix of Gunze Flat Black and Mahogany acrylics. Much like the float assemblies, the upper surface was then treated with the salt-weathering technique with extra attention to the leading edges and cowlings that would have received the most abuse in such harsh conditions. The airframe then received a basecoat of Gunze RLM 71 and was allowed to cure before raised paper masks were used to feather in the darker RLM 70. Once fully dry the base coats of each color were lightened with white to help fade in the colors and show signs of bleaching from the sun and salt water, and once again the salt clumps were then picked off the surface to reveal extensive chipping and wear to the seaplane.

The last bit of painting involved the white theatre band around the fuselage, after which Future/Klear was applied over the entire airframe to prepare for decals. Aeromaster crosses and swastikas were used while the codes came from the spares box. These were

bedded down onto the corrugated surface with several applications of Walthers Solvaset.

With the decals in place I fitted the propellers and using a very fine brush, picked out chips on the leading edge of each blade for additional wear. The mooring ropes moulded into the floats were hand painted with a lightened mix of Gunze RLM 79 before being washed with Burnt Umber artists' oil. The delicate photo-etched boarding ladders that I had pre-painted in Gunze RLM 71 were then attached with a small spot of CA superglue and antenna wire from stretched sprue was attached as well.

Conclusion

The aircraft finally received several light coats of Model Master Clear Flat lacquer and was allowed to dry before I removed the tape from the hand masked windows and fuselage glazing. This build has been a wonderful treat both with the re-release from Revell of this much sought after kit as well as MDC addressing the need for the floatplane variant that has been so widely photographed.

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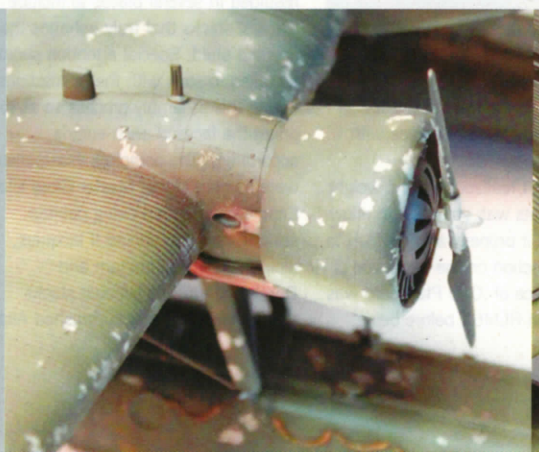

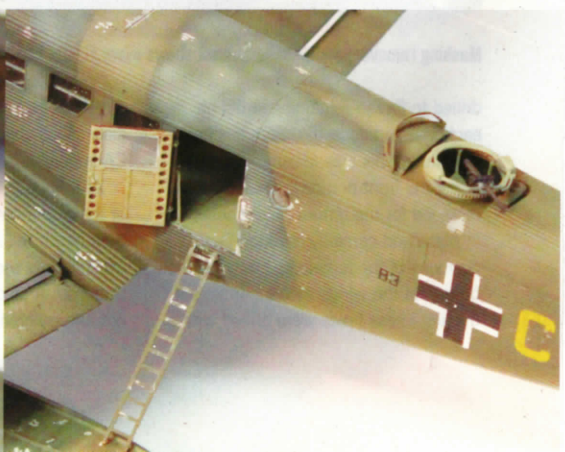

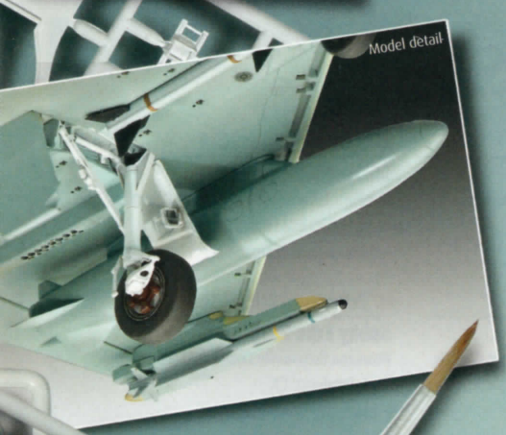

Freedom Fighter

1:32 Eurofighter "Typoon"

04783

The Eurofighter Typhoon is one of the world's leading high performance, multi-role attack aircraft. Capable of speeds in excess of Mach 2.0 it is able to deploy a wide variety of weapon systems and, due to its largely carbon fibre construction, produces a very small radar footprint. This makes it particularly effective in air defence roles although it is also extremely proficient in close air support and ground attack sorties.

Developed in 1983 by a consortium of European countries to replace a range of existing airborne weapons platforms, the first Typhoons went into service with German air force on 30th April 2003. Currently serving with six national air forces, the Eurofighter and its future variants are expected to provide air defence resources for many years to come.

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IPMS USA Column

Getting Personal – The Men Behind the Machines

It always used to be, for me, the machines that fascinated. I'd started as a 'plane spotter, and was very good at aircraft recognition. The lines and shapes of an aircraft were paramount, the presence was all. I'd go to airshows and get the angles I wanted, and the detail shots I needed for my models.

It wasn't until I started working for the Planes of Fame that my hobby started to evolve. At the museum, I had the opportunity to talk to members of the public, and on many occasions, the members of the public were veterans who had flown the types we had on display. Talking with them gave me a new appreciation of the machine – the human side.

My next airshow had a different feel. While I was still interested in getting those nice flying shots, I also took the opportunity to seek out the veterans there. I spoke with Col. Steve Ritchie, Vietnam ace, Chuck Yeager, and, most interestingly, the four original USAF Thunderbirds pilots, with whom I had a long and fascinating talk about their experiences setting up the team, and their previous service in WWII and in Korea. They gave me a whole new perspective on what it is to be a combat pilot, one that you can't really gain from books.

What really cemented my new interest was the receipt at the museum of some personal items that were donated by the son of a World War II fighter pilot, Lt. Dale Leaf. He was an ordinary farm boy from Iowa, who, before the US entered the war, was fired by a desire to help the fight against Hitler. He joined the Royal Canadian Air Force, and after training in Canada and Britain, was posted to an RAF squadron, flying Spitfires. Transferred to the 4th Fighter Group, USAAC, in 1943, he was shot down and killed over France later that year.

Using the items we'd received, I put together a display in his memory. There are personal photos, his logbook, medals. There's even a 4-leaf clover he picked and tucked between the pages of his logbook. I made two models of aircraft he flew, a Spitfire and a P-47. I think it's a small but fitting memorial. Leaf was not an ace - he only shot at the enemy once – but he was someone who was willing to fight and die for his ideals. That deserves our respect, and our remembrance.

Sometimes in our hobby, we seem to get very wrapped up in very trivial things – the shape of the cowling, the exact shade of Olive Drab, the colour under the canopy on a P-47. It is important to remember that there is a human element to every model we build. We need to take the opportunities presented to us to talk to veterans, and current serving members of our armed services; thank them for what they have done or are doing on our behalf, and remember the sacrifices made, and the lives lost.

Because if it wasn't for the human element - the men behind the machines – there wouldn't be much to our hobby.

● SAMI

The original USAF Thunderbirds with a modern T-Birds F-16

Col. Steve Ritchie, Vietnam ace, and 'his' Phantom

A Tuskegee Airman with a display about the group at RDUCON 2009

Correction – In a previous article, I misnamed an IPMS Chapter. I referred to IPMS Frank Luke, when they are actually IPMS Ernest A. Love. My sincere apologies to them for getting my Arizona heroes mixed up.

Shows USA

January 30th, 2010
CALMEX XXIV
Managan Center, 1000 McKinley St, Westlake, LA
Presented by IPMS SWAMP
http://ipmsswamp.com/

February 6th, 2010
Hope It Don't Snow Show
Ramada Hotel, 1517 16th St SW, Rochester, MN
Presented by IPMS Zumbro Valley Scale Modelers
http://geocities.com/zumbroipms/

February 13th, 2010
JAXCON 2010
UNFL University Center, 1200 Alumni Dr, Jacksonville, FL
Presented by IPMS First Coast
http://ipmsfirstcoast.com

February 20th, 2010
CommiesFest
Valhalla's Game Center, 6161 W. 44th Ave, Wheat Ridge, CO
Presented by IPMS Commies
http://commiesfest.com

February 20th, 2010
BlizzardCon
Aladdin's Temple, 3850 Stelzer Rd, Columbus, OH
Presented by IPMS Eddie Rickenbacker
http://www.ipmscolumbus.com/blizcon.htm

February 20th, 2010
Hobby Expo 2010
Petaluma Community Center, 320 N. McDowell Blvd, Petaluma, CA
Presented by IPMS Santa Rosa

February 20th, 2010
ModelFiesta XXIX
Live Oak Civic Center, 8101 Pat Booker Rd, San Antonio, TX
Presented by IPMS Alamo Squadron
http://alamosquadron.com

February 27th, 2010
2010 Old Dominion Open
Richmond Int'l Raceway, 600 E Laburnum Ave. Richmond, VA
Presented by IPMS Richmond
http://ipmsrichmond.org/

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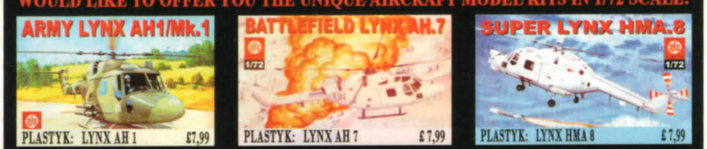

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BY ANGUS McDONALD

Scaling Down BUFFs

A different take on a big grey aircraft

Inspiration comes in many forms; the curve of an elegant neck, the plaintive cry of a newborn, a glorious sunset, or half a brick in a sock wielded in an arc. In my case it was the desire not to have a grey aeroplane and a chance encounter on the Internet.

I have to admit that when I started construction, I was resigned to having a dark grey B-52, not that there is anything wrong with this, but it is a bit monotonous. Part way through construction I turned to the excellent Airliners.net website to determine which way round part 38 went, as the kit instructions are somewhat vague. As I scrolled through the photos I was surprised to see what appeared to be a B-52H adorned with D-day stripes. Intrigued, I investigated further, and eventually found five photographs of an aircraft sporting this scheme. The captions identify the aircraft as 60-0057/SD-C of the 410th BW, and that it carried the commemorative scheme at the 1981 IAT Greenham Common air show.

Naturally all thoughts of a dark grey B-52H were promptly tossed out of the window. I had to have that scheme.

Construction

A quick blast of Halfords white primer, then the undercarriage parts were glued into the associated bays. Moving on to the cockpit, I dutifully assembled and splashed paint, although I'm not too sure why I bothered as you can't see anything once it's assembled. The cockpit and undercarriages were then sandwiched between the two fuselage halves.

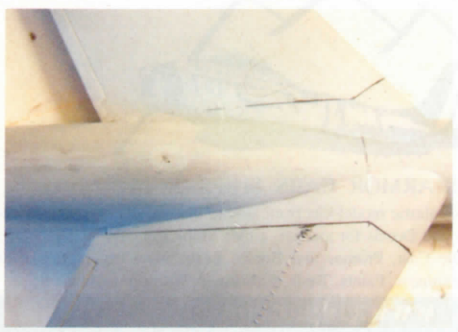
Here was my first construction problem. The B-52 has a long, thin fuselage, and the kit doesn't have many locating pins, nor does it appear to have the same precision fit exhibited by Revell's other recent offerings. Needless to say I managed a slight step between the fuselage halves here and there, particularly along the forward sections. There next ensued a great sanding of seams and rescribing of panel lines.

The wing and tailplane halves were glued together and cleaned up without too much drama, but now came the task of attaching the wings to the fuselage. I was conscious of the fact that the B-52 has ten wheels, two of them at the end of rather long, thin, drooping wings. The challenge was to get all ten to touch the ground at the same time. Matters were not helped by me snapping off the front left oleo.

I resorted to a spot of dry fitting, taping

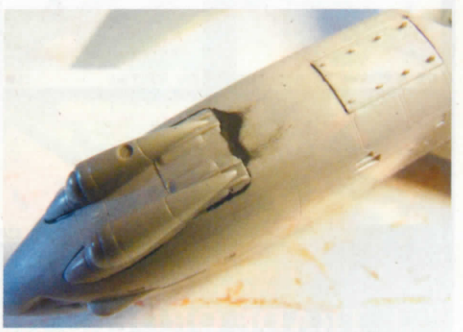
TECHNICAL DATA

Scale: 1/144	Price: £14.67
Kit No: 04052	
Type: Injection Moulded Plastic	
Manufacturer: Revell AG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	



Steps in the wing to fuselage join need careful attention to avoid losing the moulded vortex generators

Fitting the canopy required a bit of rough handling. Here it is finally blended in



The prominent chin-fairing also needed a bit of filling to achieve a seamless fit

the wings to the fuselage, then supporting the tips on plastic bottle tops. Reasonably careful measurement (the old Mk.I eyeball) led me to believe all I needed to do was glue the wings firmly into place, and all would be well.

But first, there was some remedial work to be done. The dry fitting revealed the wing joins were not the best so some trimming of the locating lugs ensued to reduce the step between wing and fuselage. The step between the leading edge of the port wing and fuselage was dealt with after gluing on the wing.

Parts were mated, firmly but with care, but even with all my preparation the joins were still not good, leaving me with a bit of a gap on the port wing, and a slight step on both. Cleaning up the join was going to be tricky because of the vortex generators that started at the joins. These were protected with masking tape, and there ensued a bout of really, really, really delicate filling and sanding. Grasshopper couldn't have trodden on rice paper more gently!

I had had high hopes this kit would be of the same build quality as Revell's An-124 but my plans for a quick build were completely dashed by the cockpit canopy. It was too narrow and high at the back where it joined the fuselage. More delicate filling and sanding ensued.

Further efforts were needed to blend in part 15, which I guess is the forward looking radar. Not the best of fits all round

Time came to fit the jet engine pylons. Kit manufacturers rarely seem to be able to achieve a good fit of pylon to nacelle and this kit was no exception. I dry fitted them and trimmed them as much as possible, before gluing them into place, making sure that they were perpendicular to the ground and the resulting gaps between pylon and wing were filled with acrylic paint and sanded smooth.

The jet engine nacelle parts were of adequate fit, however the fit of the nacelles to the pylons was not, and there were some large gaps so these were filled with acrylic glue, and gently smoothed over. The whole model was then given a quick blast of Halfords White Primer followed by a light all-over sanding with 1200 grit wet-and-dry (to provide a smooth surface) before I moved on to the daunting task of painting the beastie.

Painting

The first problem to be dealt with was a lack of diagrams detailing the three-tone camouflage pattern. I had sufficient photographs to determine the patterns applied to the sides of the B-52, but none for the fuselage top or the wings and tailplane. I wasn't particularly disheartened, as I got the impression

from various photos gleaned from the Internet, that the camouflage patterns were applied pretty much freehand. Although there were similarities (as if some template were being followed) there were also considerable variations, with some applications looking distinctly crude. Nevertheless I stuck a hopeful note into one of the online modelling forums, and was surprised to get three replies that not only contained diagrams of the camouflage patterns, but also the all-important FS codes for the colours.

I puzzled over the FS colours for a bit. They did not look like the colours sported by the aircraft in the photos I had, but as any fule kno the camera lies so I decided to trust the FS codes, and ordered some Vallejo Air Model paints: 71023 (Tan/Hemp), 71044 (Light Grey Green) and 71016 (US Dark Green).

Of course what was also missing was any form of diagram for the D-day stripes. This is where the photos came in. The rudder was simple - count the stripes and evenly divide the kit's rudder accordingly, though if you look closely, there is the suspicion that the stripes on the rudder are not evenly spaced. Ha! I was not about to try and replicate this.

The fuselage stripes were estimated by deciding they started just aft of the rear undercarriage bay, and extended to one of the reinforcing straps just aft of the protruding strakes - kit parts 16 for the curious. Luckily one of the photos had a rear shot of the wing, and so with a couple of reference points on the wings (e.g. the flaps, engines and ailerons), and pair of dividers, plus bit of simple maths, I was able to transfer the dimensions onto the kit. It made sense that the wing stripes would run parallel with the fuselage.

Masking off the white stripes was an immensely tedious job. I was particularly worried about paint leaking under the masking tape. To this end I decided to use Halfords matt black spray paint, on the assumption that it would dry the instant it hit the model. This assumption proved incorrect. There was a lot of small-scale leakage, only about .5 to 1mm, but sufficient to detract from the stark stripes. This needed yet more remedial work.

The complex, three-tone camouflage pattern took yet more tedious masking, with the insides of the jet engines proving particularly irksome, but with the model resplendent in its natty scheme, it was finally time to apply the decals. Any purists and rivet counters should skip to the next bit - the kit's decals did not cover the particular aircraft that sported the D-day stripes. I decided against attempting to produce my own, and a search through the spares box proved fruitless, so the unit markings are completely fictitious. I mixed and matched the kit's decals, and am quite happy with the result, although no doubt many would be put off attempting the scheme by the lack of correct markings.

The moment I had dreaded now dawned. On went the wheels and the outriggers. Would all wheels touch the ground at the same time? Hallelujah! They did! Well, almost. I needed to flatten two wheels by about 1mm for all ten to touch at once. Not bad.

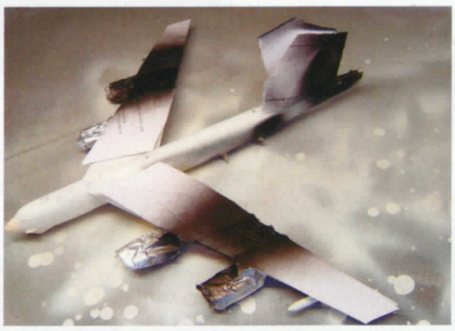
Conclusions.

Revell's 1/144th B-52H was a bit of a disappointment. I guess having built kits like their An-124 I was expecting an easier ride. On the other hand, I have had an enforced layoff from modelling for about a year, so the lack of practice may have contributed to my perceived shortcomings of the kit. This, however, does not stop me contemplating building another one with the all-white Nasa scheme or a hemp version I've seen in photos.

This D-Day pattern is a very eye-catching scheme. It really stands out, and, I have to admit, the whole pattern makes the B-52H look far more interesting. The new memsahib thinks it's tremendous, bless her.

SAMI

Mounting the engines. Here another small gap required attention



Halfords' Matt Black sprayed on to complete the invasion stripes

The complex camouflage pattern takes time and effort to apply

BY TONY O'TOOLE

'The Day we Caught the Big Fish It was all hands down'

The Trumpeter 1/32 Swordfish Mk I built as an aircraft which was 'almost' a Taranto Veteran

Well 'ood a thewt it, as they say in my neck of the woods. The rumour of a 1/32 Swordfish from Trumpeter has proven to be true and they have provided yet another delight for Fleet Air Arm modellers like myself with this whopping great kit! Modellers are in for a real treat, even those who like using clear fuselage halves, as a set of these is included too, as per the Tamiya Clear Edition kit. Trumpeter also provide photo-etched parts as an integral part of this kit and the fret includes most of the rigging and lots of other parts, such as gunsights, and even a rather strange looking harness for the pilot's seat.

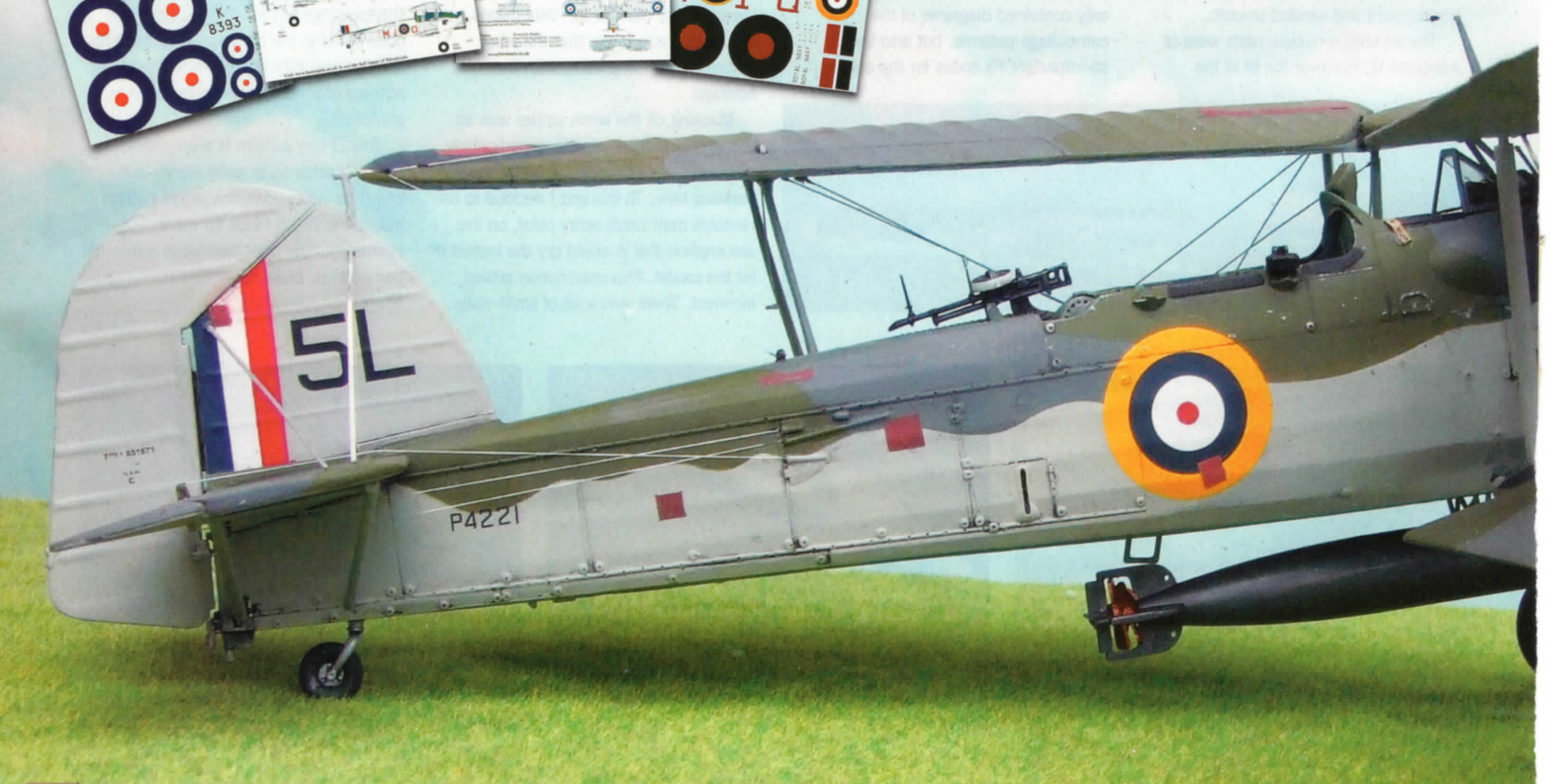
Some items that Trumpeter have left out of the kit are the under wing bomb racks and Light Stores Carriers plus the bombs and flares which were fitted to them. This is a real shame because the bomb racks and Light Stores Carriers were almost a permanent fixture on most Stringbags and were still retained in place even when the aircraft was operating in the torpedo bomber role. Skinned-over holes on the wings and other parts of the airframe hint at variants to come, and we can only hope that somewhere down the line these omissions will be rectified – although it is inconceivable that someone won't get there first (MDC?).

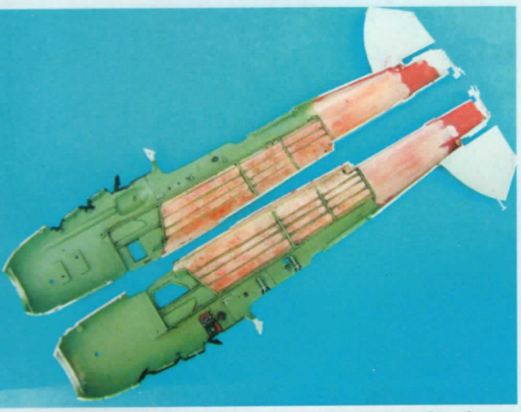
Interior

Before construction could begin the first job was to paint the interior parts on the sprue and most had a couple of coats of Polly Scale Interior Grey Green applied although others such as the instrument panel, radio, guns and seat cushions were painted Black. To represent the fabric covered areas of the fuselage these sections were painted Cream on the inside, which was then dappled

TECHNICAL DATA

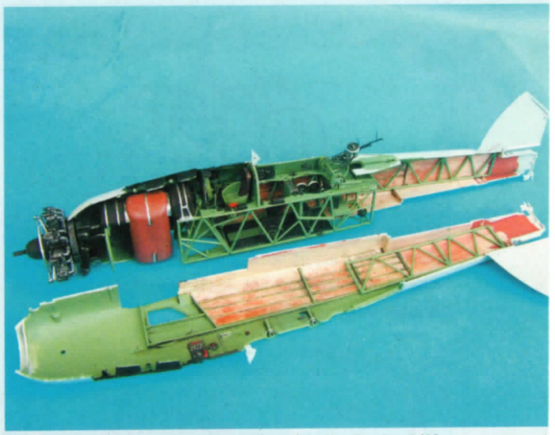
Scale: 1/32
Price: £59.98 US$124.95
Kit No: 03207
Type: Injection Moulded Plastic
Manufacturer: Trumpeter
UK Importer: Pocketbond
US Importer: Stevens International
Also Used:
Xtradecal X32014 Fairey Swordfish Mk I
Xtradecal X32015 Fairey Swordfish Mk I/II



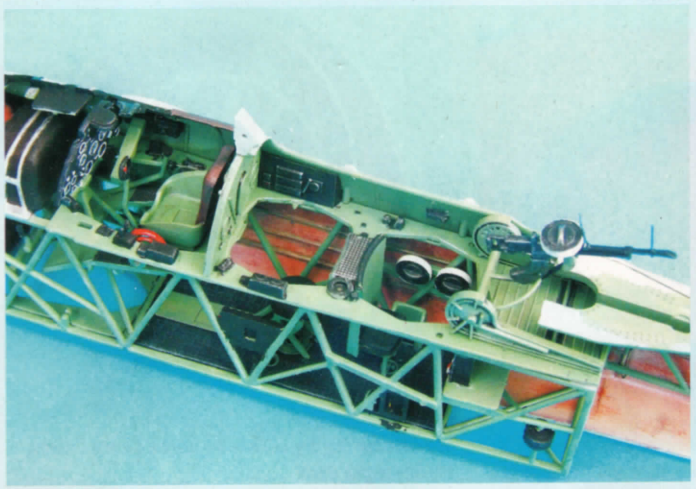


The interior of the fuselage was painted Interior Grey Green with the fabric areas painted Cream then dappled with Humbrol Brick Red to simulate dope seeping through

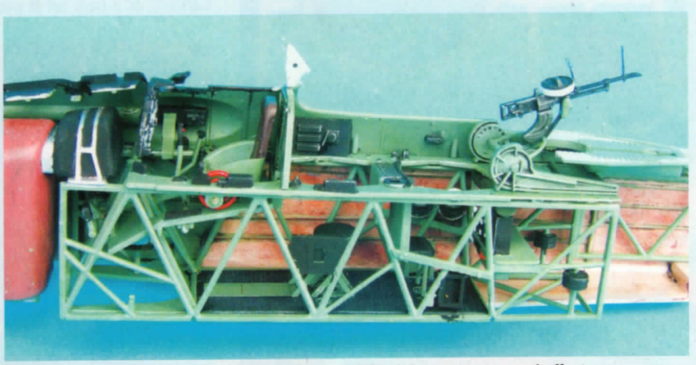
Sections of fabric from various vintage aircraft at the Shuttleworth Collection showing what the inside looks like. One is pale cream whilst the rest have had some of the Brick Red dope bleed through. This might help when painting the interior of the Swordfish?



The interior bears a strong resemblance to the Tamiya 1/48 kit, only much bigger!



As there was no texture to the floor this was scored with a cross pattern to provide grip



The finished fuselage showing the doped fabric 'bleed' in context to good effect

The fuselage closed up tightly with no controversy whatsoever

with Humbrol 70 Brick Red to simulate the red oxide dope seeping through. The strange looking etched harness straps provided for the pilot were replaced by a Sutton Harness from the excellent MDC range, which was painted using Humbrol Satin Oak enamel.

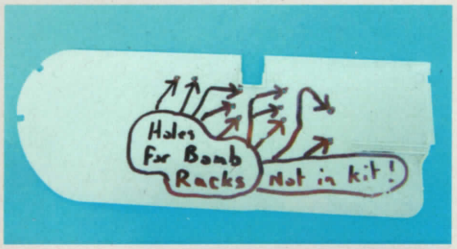
The interior framework almost clicks together and really does look the part but I did notice that the floor of the rear cockpit was bare with no trace of the textured non-slip sections, which are found in the Tamiya 1/48 kit. As I'm pretty sure these would have been present on wartime aircraft a criss-cross pattern was applied to the appropriate parts of the floor using a craft knife and as these are rubberized they were painted matt Black, which was lightly dry brushed Humbrol Light Earth to represent wear.

I must say that the interior of this kit, very similar to the Tamiya kit in parts breakdown, was a total joy to build with no problems whatsoever and includes fuselage framework right back into the rear fuselage for those opting to use the clear fuselage halves.

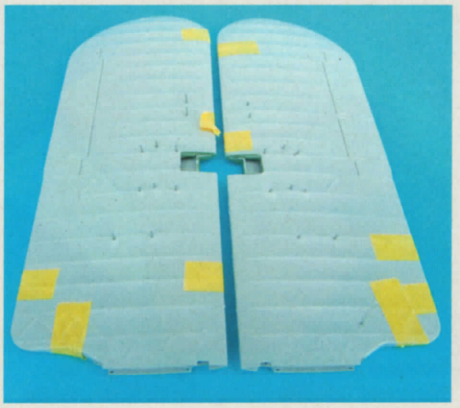
Engine

The Bristol Pegasus engine is very nicely moulded and thankfully the parts count has been kept down, in this case to just ten. All of the parts fit together well and once they had been assembled the entire unit was painted using Humbrol enamel 33 Matt Black followed by a dry brushing of silver to bring out the fantastic detail.

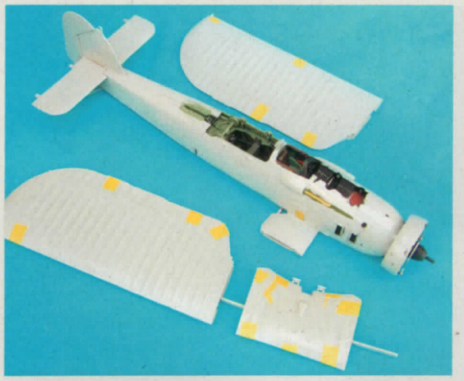
A one-piece cowling surrounds the engine and the fit is so good that it simply slides into place without the aid of glue; however I was a little unsure about the exhaust collector ring which fits onto the front as this part has raised detail that I've only ever seen on a post-war Swordfish. To make the exhaust collector ring more representative of a wartime aircraft, and to match the reference photo of my subject aircraft,



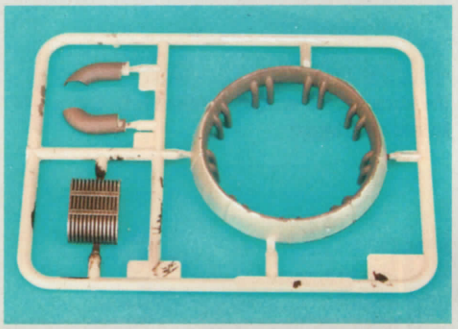
Although there are no bomb racks or Light Stores Carriers included in the kit there are skinned-over holes for these in the lower wing, as indicated



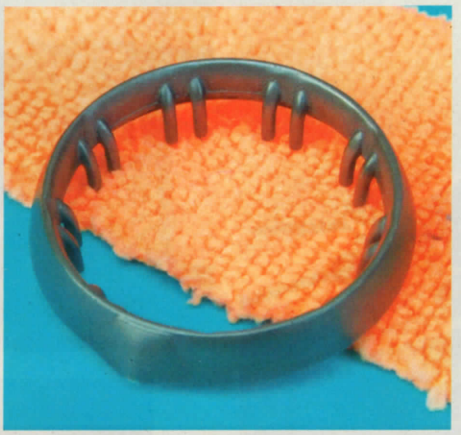
The holes in the lower wing were opened up and sections of plastic rod were inserted into them to replicate the attachment points for the bomb racks and Light Stores Carriers, as a bare set of wings is incorrect



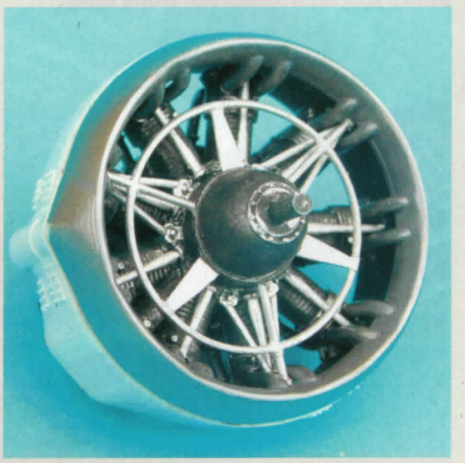
The finished fuselage, alongside the upper wings, showing the size of the model and the option for a wing fold, plus the main spar fitted into the centre section



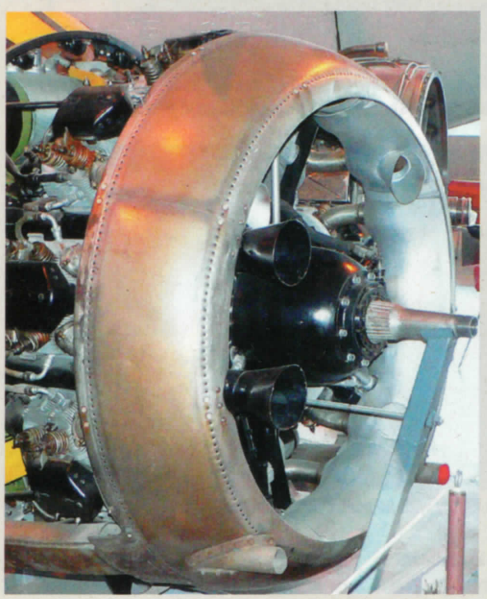
The parts for the oil cooler, exhaust and exhaust collector ring, the latter of which has raised detail which I've only ever seen in post-war Swordfish



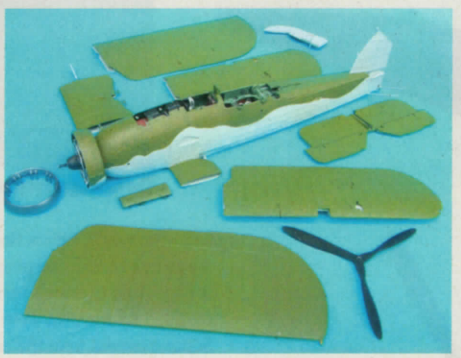
To make the exhaust collector ring more representative of a wartime aircraft the raised detail was sanded away and the part was painted using Humbrol Dull Steel, then polished up with a rag



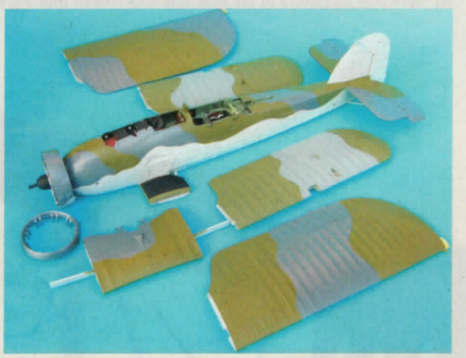
The collector ring dry-fitted to the engine nacelle showing the fine engine detail



I've been guilty of painting exhaust collector rings in Bronze or Copper shades before but this photo shows the typical colour of that from a Blenheim, which is being restored to airworthy condition at Duxford



White Ensign Sky Grey enamel was used for the undersides and sides with Polly Scale acrylic Dark Slate Grey for the upper surfaces

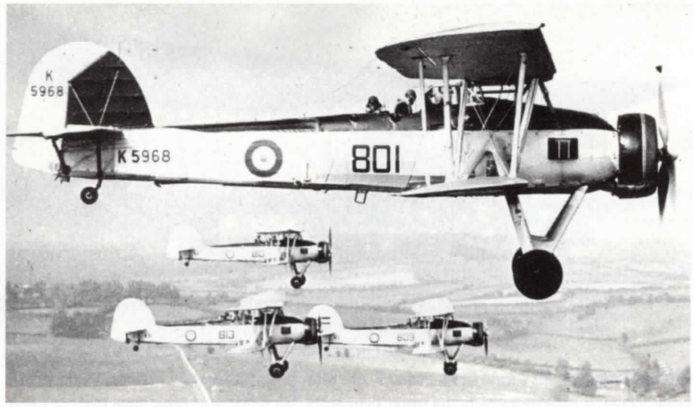


The model has now received its full camouflage coat, using White Ensign Sky Grey, Polly Scale Dark Slate Grey and Humbrol acrylic 123 Extra Dark Sea Grey, with the shadow-shaded lower wings painted using Polly Scale Dark Slate Grey lightened with White and Humbrol acrylic 164 Dark Sea Grey. All it needs now is a coat of gloss varnish ready for the decals

As the Swordfish which I'd decided to depict had the oversized codes '5L' applied under its upper wing tips and I could not find any suitable decals, I had to draw the outlines into place, mask them off and paint them myself

The decals have been applied to the glossy surfaces of the model, using the roundels from Xtradecal sheet X32-015, tail stripes from a Modeldecal sheet and codes and serials from the spares box

Now the different parts of the model have been matt varnished and weathered, so it is time to start final assembly



Swordfish Mk Is of 823 NAS from HMS Glorious, identified by the Yellow carrier bands worn on the fuselage, during a formation flypast for King George VI who was on the Royal Yacht Victoria and Albert during the Coronation Naval Review of 1937. The nearest aircraft is K5968/801 with a Black fin, maybe signifying that it was the CO`s aircraft...the CO generally being an Observer in the TBR squadrons (Author's Collection via Kev Darling)

this raised detail was sanded away and the resulting smooth part had its exhaust pipe attached before both were painted using Humbrol Metalcote Dull Steel. This was then polished up to a sheen using an old rag.

Fuselage Assembly

The fuselage halves fit together with no problems at all and the tailplane with its movable elevators slots into place with hardly any need for glue and is held in position by the rudder. The lower section of the rear fuselage, which includes the arrester hook bay, is a separate item that fits easily into place too and the struts for the tailplane were fitted along with this, again with no glue required as the fit was so good.

As the kit includes optional vent pipes for the upper fuselage just behind the engine the reference photo of the Swordfish I was hoping to replicate was checked out, and part number C11 was ideal rather than the optional part C12 which is only applicable to later Swordfish. At the same time the panels in front of the cockpit, which also contain the centre struts, were attached along with the pilot's windscreen, and the previously completed engine was fitted too. It was now time to start on the wings.

Wings

Thankfully Trumpeter have provided options so the decision was made to have one wing folded and the other

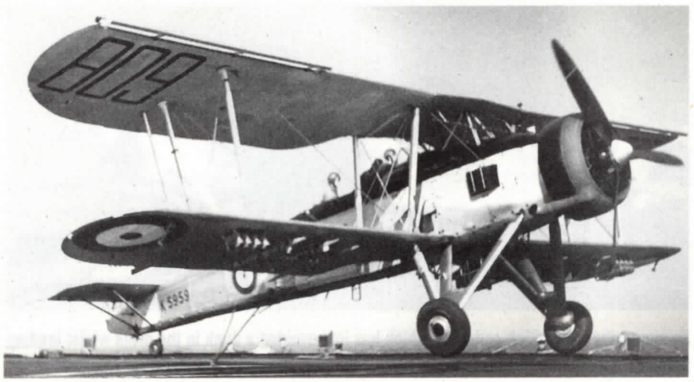
A formation of Swordfish Mk I's from 785 NAS which was the Torpedo Training Squadron based at Crail in Scotland during 1942 (Author's Collection via Kev Darling)

One area of the fuselage that did require a bit of extra work, however, were the Dzuz quick release fasteners around the forward fuselage panels, which had to have their centres opened up a little using a small drill bit held inside a pin vice, and whilst the drill was out the holes were also drilled into the rear fuselage, ready for the tailplane control wires to be added later from Aeroclub`s elasticated monofilament thread.

spread to depict both - and also because this is the only way the completed model would fit on my shelf. This half-spread configuration was actually quite a common sight in service aboard Royal Navy carriers as the Swordfish had manually folded wings, so to save time when ranging aircraft and because it was probably much safer too, those at the edge of the deck regularly had the outer set of wings set in the spread position leaving them pointing out over the side.

The first parts of the wings to be built up were the upper and lower set of centre sections and those for the lower wing, which include a clear window for the little-used bomb aiming position, and these were a very good fit for the fuselage. On the inside trailing edges of the resulting stub wings are control rods, and for added realism they should both be made to fit against the fuselage rather than being left to hang loose. To give them added strength these stub wing sections also have a large V-shaped strut joining them to the side of the fuselage, and whilst the left hand stub had part 'G1' fitted ready for the folded wing to be attached later on, the right hand stub had a small scratchbuilt spar added to try and prevent the wing droop

upper wing and struts are added. As the model was going to be wearing the early war S1E style colour scheme the first colour to be applied was Sky Grey and White Ensign's enamel was applied to the undersides and the side of the fuselage using a wide flat brush in two coats. The upper surface camouflage scheme was added next with two coats of Polly Scale acrylic Dark Slate Grey being brushed onto the upper surfaces of the fuselage and the upper wing, but because of the shadow shading on the lower wing some white was added to the paint to represent Light Slate Grey. To complete the disruptive camouflage pattern on top of the fuselage and upper wings a couple of coats of Humbrol acrylic 123 Extra Dark Sea Grey were



Swordfish Mk I, K5959/809 of 823 NAS landing on HMS Glorious during 1937, fitted with three empty bomb racks per wing and a set of Light Stores Carriers outboard containing smoke floats or flares. Its fabric areas are doped Silver and the metal paneling is Cerrux Grey, with the upper fuselage decking and engine cowling painted Black, and the carrier band, which can just be seen in front of the roundel is Yellow with Black edging...signifying HMS Glorious (Author's Collection via Kev Darling)

which is prevalent with the Tamiya 1/48 kit. This spar was quite hard to fit into place, which was a shame as it was not really needed in the end!

Painting and Decalling

Like most biplane models the painting and decalling needs to be done at an earlier stage than normal, before the

Swordfish Mk I, L2817/ T4F from 830 NAS based at Hal Far in Malta dropping a dummy torpedo in Kalafrana Bay on the 7th September 1940 during the unit's workup period following their arriving from the South of France, where it had previously been 767 NAS, a deck landing training squadron. The pilot was Sub Lieutenant P.H. Chambers who was flying directly into the sun and he did not realize how low he had become, probably because these early aircraft had altimeters which did not work below 50 feet. New Blind Flying instrument panels with improved instrumentation were flown in by Sunderland later on but it took some time to fit them (Author's Collection)

brushed on last of all, whilst the same manufacturer's 164 Dark Sea Grey was applied on top of the lower wings to complete the shadow shading. Some say that this shadow shading was also applied to the upper fuselage around the cockpit area but as I could find no trace of this in a photo of the subject aircraft it was not carried out in this case. A coat of Humbrol enamel 35 Gloss Varnish was applied last of all, ready for the decals.

The kit includes two decal options but only one of these is historically accurate and this is for L7646 coded `4H' from 820 NAS which has a unit badge containing a flying fish on the nose and is in quite an attractive scheme, although the Sky sides and undersides could just as easily be finished in Sky Grey as Sky might only have been applied to this aircraft later on in its service. Unfortunately the kit decals for this option are not complete as a photo on page 123 of *A Pictorial History of the Fleet Air Arm* by John Rawlings shows L7646 to have its code 4H applied to the underside of the upper wing tips, and this photo also shows L7646 to have had a pair of Venturi intakes located on the right hand side of the fuselage directly underneath the lower wing braces.

The other decal option provided in the kit is supposed to represent W5984 coded 'H' which was flown by Lt. Cdr. Eugene Esmonde during the infamous Channel Dash. Unfortunately Trumpeter seem to have followed Tamiya`s lead with this decal option and used the same incorrect reference source for Esmonde's aircraft.

Fortunately there are two excellent decal sheets available from Hannants as Xtradecal X32-014 and X32-015, which deal with pre-war and post-war Swordfish respectively. The former has options for L9777 coded 701 of 814 NAS aboard *HMS Ark Royal* and K8393 coded E5K of 824 NAS aboard *HMS Eagle*, both of which are in the pre-war Silver and Cerrux Grey scheme. The latter sheet has options for Mk Is L2826 coded 2P of 810 NAS and V4298 coded 4C of 820 NAS, both of which were aboard *HMS Ark Royal* during 1941 and also a Mk II, LS229 coded M1Q of Q Flt, 836 NAS, a MAC Ship-based aircraft wearing the late-war white anti-submarine scheme. To build this last Swordfish some modification of the current kit would be needed, especially to the oil cooler, which is too small, and the undersides of the lower wing which were partially metal skinned.

Despite having all of these decal options to choose from I had my heart set on representing a Swordfish which would have flown from *HMS Eagle* or *HMS Illustrious* in the Mediterranean during 1940 and so after a bit of research the aircraft eventually chosen was P4221 coded 5L from 819 NAS, which was aboard *HMS Illustrious* during the correct period. The roundels and most of the stencils came from Xtradecal set X32-015, the thin fin stripes and serial came from various different Xtradecal generic sets whilst the 5L codes for the fuselage came from the under wing serial from a 1/48 Model Art Wyvern set. As I had no decals large enough to replicate the codes for the underneath of the upper wingtips there was no other choice but to measure these off and outline them in pencil before masking the area and painting them using Black enamel paint. They were not perfect and needed quite a bit of tidying up, but they would do. Some strips of old decal of various colours were also applied over the seams of the life raft hatch in the upper wing to represent the fabric covering usually found here, and this multi-coloured affair was covered with Humbrol 70 Brick Red enamel to represent the doped finish.

After the decals were in place the model received a coat of Polly Scale Matt Varnish and then the panel lines were accentuated using a water colour wash. Some exhaust streaks were added using MIG pigment powders and this weathering was sealed into place with a sprayed-on coat of acrylic matt varnish from a Humbrol rattle can. The paintwork was then finished off using a brushed-on coat of Polly Scale matt acrylic varnish and some repair patches were applied here and there using Tamiya Tape painted with more Humbrol 70 Brick Red.

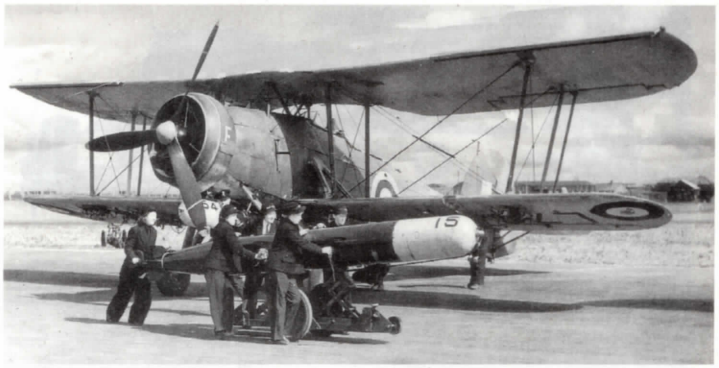
Final Assembly

Although the paintwork was now finished there was still a long way to go before this model was completed as the undercarriage and outer wings still had to be attached, along with the torpedo... and the etched rigging was looming ever so closely over the horizon so could not be ignored for much longer.

Undercarriage

This must have been one of the most substantial parts of the Swordfish and with good reason too as it was designed for the rigours of continuous heavy deck landings whilst allowing a torpedo to be carried and dropped from in between. For added strength and to stop them from splaying apart a cable could also be stretched across from one axle to the other but only when the under-fuselage stores point was unoccupied.

Just like the real thing the kit parts are very strong and include main tyres made from vinyl rubber, as well as optional parts depending on the position you model the wings in – spread or folded. Personally I don't have a problem



Another Swordfish Mk I from Crail, coded F and with the partial serial L7xxx visible under the lower wings. It appears to be in the usual Temperate Sea Scheme of Dark Slate Grey and Extra Dark Sea Grey, possibly with the top of the lower wings shadow shaded in Light Slate Grey and Dark Sea Grey but the undersides could either be Sky, Sky Grey or even Trainer Yellow and due to the under wing serial being present I'd plump for the latter. For comparison the head of the training torpedoes under the belly of the aircraft and on the trolley in the foreground are a brighter shade of yellow, and note that one of the starting handles is in place on the side of the nose too (Author's Collection via Kev Darling)

An anonymous Swordfish coded 2B which has just avoided a dunk in the drink whilst landing aboard a British Fleet Carrier during 1941 or 42. It is wearing Extra Dark Sea Grey and Dark Slate Grey upper surfaces with Sky undersides and was probably a late Mk I built by Blackburn Aircraft in Yorkshire and unofficially known as a 'Blackfish' Authors Collection)

An unidentified Swordfish Mk II in the anti-submarine scheme of Gloss White undersides, Matt White sides and Temperate Sea Scheme upper surfaces. It is armed with rockets, with smoke floats on the outer wing Light Stores Carriers and is on the deck of an American built escort carrier (Author's Collection via Kev Darling)

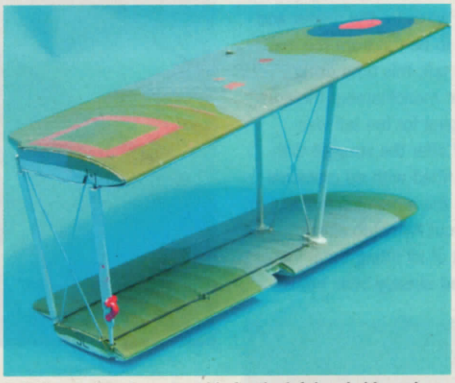
Overall Silver Swordfish Mk III, NF389 in post war service, taken around 1948 just after it joined the Aircraft Torpedo Development Unit. Having briefly served with the RAF during the war, this Blackburn produced Swordfish was returned to the Navy and served with the Station Flight at Arbroath until 1948 when it was posted to the ATDU at RNAS Gosport, which eventually settled at RNAS Culdrose in Cornwall. The Swordfish moved again during 1953 but only to nearby RNAS St Merryn with the Torpedo Trials Flight where it served for a year before moving to 781 NAS at RNAS Lee on Solent for ground display purposes. In 1959, coded 5B and wearing spurious colours and markings it starred in the film Sink the Bismark, and since then has served as a source of spares to keep the two Royal Navy Historic Flight Swordfish airworthy, however BAe at Brough intend to restore it to airworthy status too (Author's Collection)

Another unidentified Swordfish Mk II wearing the anti-submarine scheme, this time with empty racks under its wings for carrying depth charges, comes into land on a carrier (Author's Collection via Kev Darling)

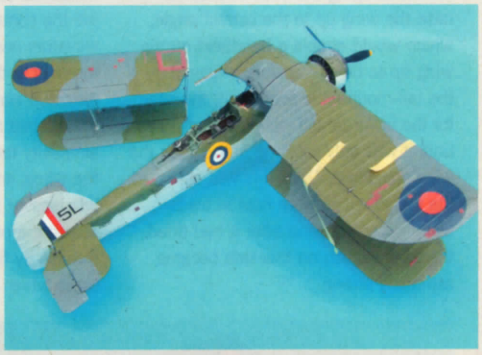
Looking more like a Swordfish now, the undercarriage is finally fitted along with the exhaust collector ring and the propeller, and the main body of the torpedo has been painted using Humbrol Polished Steel

As the Tamiya Swordfish kit has a tendency for its lower wing to drop downwards due to the weight of the upper wing pressing down I've added a couple of spars to help stiffen it a bit. Because the part which fits over this area is solid a hole has been made in it so that the spars can stick through

The fuselage is almost finished, apart from the rigging, and the torpedo sight fitted to the wing centre section. The finished torpedo is ready to fit once the wings are in place



Building up the wing assembly for the left hand side and adding the etched rigging, which is remarkably strong



The right hand wings have been attached in the spread position and are ready to be rigged whilst the left hand wings, which will be folded, are already rigged and ready to fit

with the rubber tyres in Trumpeter kits as once they have been sanded to remove the newness, and weathered, they can look quite effective.

Torpedo

The 1,610lb 18in torpedo provided in this kit is very nice indeed and consists of five parts plus the mounting shackles. Once the torpedo was together and the seams had been sanded smooth the warhead was painted Gloss Black whilst the main body of the torpedo was given a couple of coats of Humbrol Metalcote Dull Steel which was polished up to a nice sheen. Once the paint was dry the torpedo was set aside with other fragile parts to be fitted at the very end of construction in order to prevent it from being damaged.

Wings and Rigging

To compensate for the lack of underwing stores carriers I decided to add some extra detail to the lower wings in the form of the permanent attachment points onto which the racks and carriers were fitted. These could always be seen if the bomb racks were removed, so using photographs as my main reference a series of holes were drilled into the lower wings into which sections of plastic rod were placed, then these were fixed into place using super glue and finally trimmed to size.

After the wings had been painted and the decals had been applied the struts could now be attached, but the part of the outer wing struts which fits into the upper wing had to be narrowed slightly using a knife so that it could fit into place with the etched rigging in place. It seemed easier for the outer sections of each wing to be built and rigged independently as individual sections which would then be slotted into place onto the finished model, and at first this progressed well with the kit's etched rigging wires proving very robust and quite easy to use. There was one anomaly on the instructions, however, concerning etched parts PE7 and PE4, which are the wires on either wing that slope down from the top of the inboard struts to the bottom of the outboard. These wires actually fit much better if they are swapped around with part PE7 moving forward to the front struts and part PE4 moving backwards. Another thing to watch out for with the rigging is the fact that some early Swordfish did not have the strengthening 'acorn' rod fitted to the central X section (which is part PE5 in the kit) and as my subject aircraft, P4221, was one of these the part was left off, proving that you should always check your references.

In theory the beautifully rigged outer wing sections should have simply slipped into place over the spars fitted to the centre section, which was already attached to the model, but in actual fact it did not work out this way and during the struggle to coax the wings into position most of the rigging wires simply pinged off onto the floor or ended up being badly bent in the process. Thus hours of tedious work spent carefully attaching each wire to the pre-assembled wings using small amounts of super glue on the end of a cocktail stick had to be repeated all over again.

To try and remedy the situation the

spars were progressively cut down in depth and length until a decent fit was finally achieved, however the problems did not end there as the folded wing was now set at an incorrect angle with its tip almost scraping the floor. In order to raise the wing up to the correct angle, which would enable a handhold on the wing tip to be successfully engaged by the tail-mounted locking strut, the spar for the lower folded wing was cut down until it was only a stump onto which the wing could rest. Once this was achieved the folded wings were held in place using super glue and after it had dried the wing section on this side became extremely strong.

Now that the wings were in place the rigging wires had to be refitted again or reset, and although most of them had fitted into position fairly well whilst separate from the model, now that the wings were fitted many of the angles and lengths in between the struts had changed to such an extent that a lot of the wires were now either too long or too short for their original position. In the end the best course of action was to ignore the instructions altogether and fit each wire where it touched, cutting them down to size where necessary. More rigging had to be done on the tailplane, however this only consisted of the kit parts, which hold the fin to the horizontal stabiliser, and to complete the job the control wires for the rudder and elevators need to be run from the rear fuselage to the tail, this time using Aeroclub elastic monofilament thread. The etched rigging for the tail was simplicity itself after the struggle with the wings and fitted with no problems whatsoever, so the remaining job was to attach the pre-cut Aeroclub elastic threads by first of all fitting them into holes which had already been drilled

into the rear fuselage using super glue to hold them in place. Once this had dried the next task was to stretch each of the threads out to the relevant control surface, using photos as a guide and securing it to the control horns. In order to avoid the unsightly mess of having the thread wrapped around the control horns a small nick was made into the tip of each one instead so that the thread could then be spliced inside and held until the super glue dried. A similar technique was also used to stretch the radio antenna from a nick in the top of the antenna post to the post on the tail fin, and to complete the 'T' section dipole antenna a further hole was drilled into the top of the fuselage just above the rear of the radio set to accept a piece of sprue, and another section of thread was wound around this and then stretched up to intersect the antenna.

Finished Model

All that remained to do now was to attach the torpedo and fit the rear gun and the model was finally finished. To say that I had enjoyed this model would be an understatement, as apart from the problems with the rigging, which may have been of my own doing anyway, construction was a breeze and the finished item is a 1/32 Fairey Swordfish, which is something that I never thought I would see!

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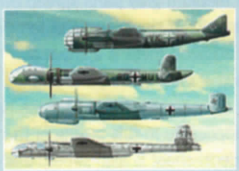

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The Potez 63-11, an ungainly looking development of the slender Potez heavy fighter design

Azur's 1/48 kit
By David Batt

I am not a student of French aircraft and struggle to recognise anything other than a D.520 or a MS.406, but while browsing around the stands at a previous Eday in Prague my eye fell on the dramatic artwork on the Azur Potez 63-11 and I realised this was going to be an ideal memento of the day. My references on the type was limited to a copy of Aéro Editions *Camouflage & Markings No.1, French Air Force 1938-45* and this short article is therefore going to be a résumé on the building of the kit rather than any confirmation of its accuracy in scale terms. It's a strange design - the hump-backed appearance came about due to the need to give the pilot a clear forward vision over the head of the observer in the extreme nose, a bit like a present-day attack helicopter, but this double-decker nose had to be merged with the existing wing and tail of the super-slender Potez 630/631 aircraft.

In brief the kit provides 161 injection-moulded medium grey parts spread over six sprues, plus a single sprue of ten clear parts. In addition there is a sheet of twenty-two etched metal parts and nineteen resin pieces. Many of these parts are not applicable to this boxing of the kit. The decal sheet is also superb and provides markings for three pre-Armistice aircraft, all in the familiar disruptive camouflage of brown, green and dark blue-grey over pale blue.

Layout of kit parts – a typical-looking Czech-made multi-media kit

While being injection moulded the transparent parts are brilliantly clear and thin, though the frame edges lack definition, so do not ease the task of masking. Surprisingly, given the kit's Czech connections, there is no pre-cut masking supplied, so any help would have been gratefully received. Many of the parts are beautifully thin, notably the undercarriage jacks and control rods, and have crisp yet restrained surface detailing, but those parts that are moulded in the round have an obvious thread of flash that needs to be removed. Ejection pins are sometimes badly placed and some have grown into veritable towers on the surface of the parts, demanding a bit of care and foresight from the builder. Alas, as a builder who has little knowledge of the aircraft I am sometimes hard put to tell the difference between a misplaced tower and an accurately scaled but unidentifiable 'gubbins' on the real aircraft, so I can only hope I did not remove anything vital during construction.

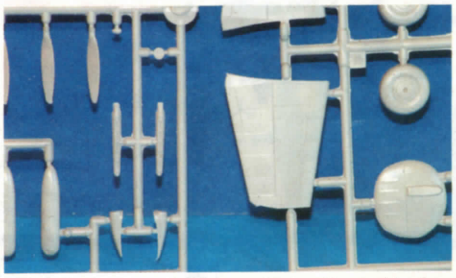
TECHNICAL DATA

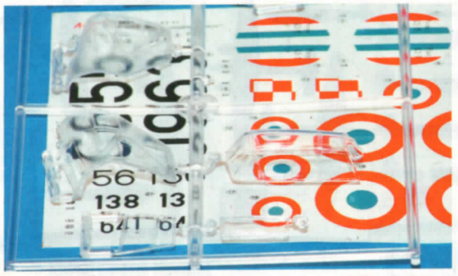
Scale:	1/48 US$51.30
Price:	£19.72
Kit No:	5948
Type:	Injection Moulded Plastic
Manufacturer:	Azur
UK Importer:	Hannants
US Importer:	Squadron

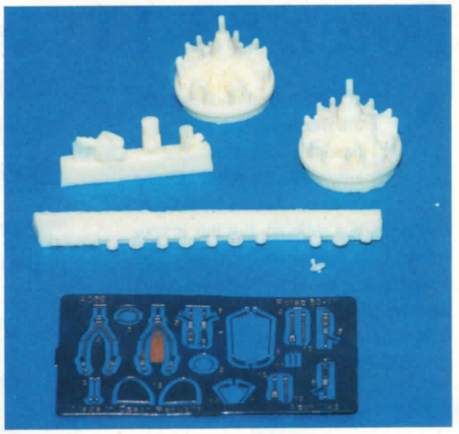
Construction

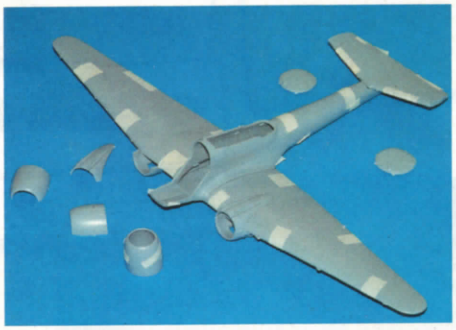
I anticipated fit problems so made a precautionary check-fit of the major parts to find areas of concern. Given the complex shape of the aircraft I was pleased to find that it all went together fairly neatly, the fit of the fuselage and cowling halves and the upper sections of the engine nacelles to the wing surface being particularly good. The trailing edges of the tailplanes were a little thick but a few minutes spent sanding down their inner edges on a flat sheet of wet and dry soon remedied that. The fit of the clear nose parts to the fuselage could be controversial but I thought this could be controlled by deviating from the instructions sequence.

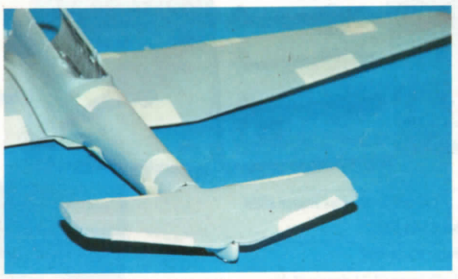
Construction started with the interior and the undercarriage, which featured a surprisingly high parts count. Each of the three seats consists of six pieces including a simple harness. The rudder

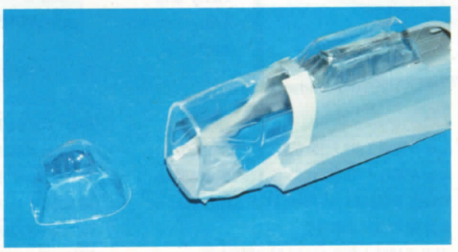

A closer look at a couple of sprues to show the combination of superb surface detail and scruffy flash

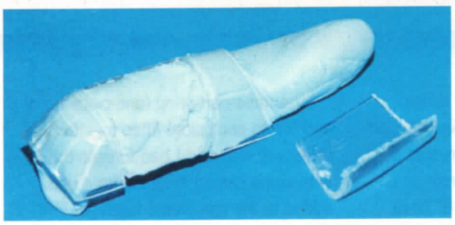

The high quality of both the transparencies and decals is evident at a glance

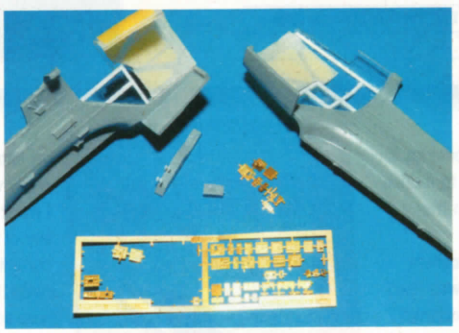

Excellent resin engines and the single metal fret

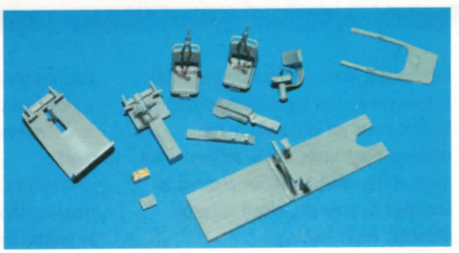

An extensive taped-together test fit of the airframe showed up most of the problem areas

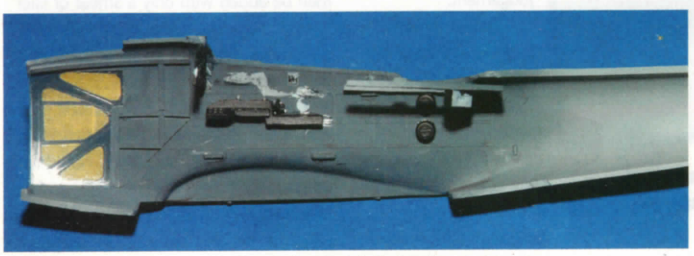

Care will be needed in the tail area to ensure accurate alignment


The transparencies are some of the kit's finest components

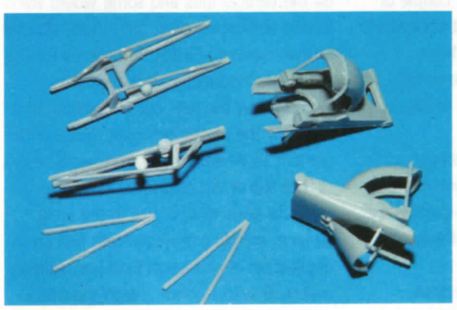

Transparencies were packed with Blu-Tack before cutting out the access hatches to reduce the strain on these very thin parts

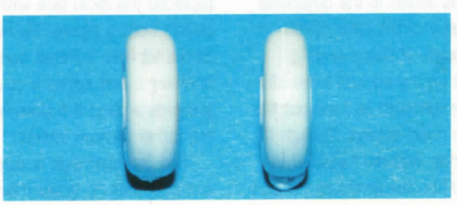

A little 'scratch detailing' was done to improve upon the kit parts

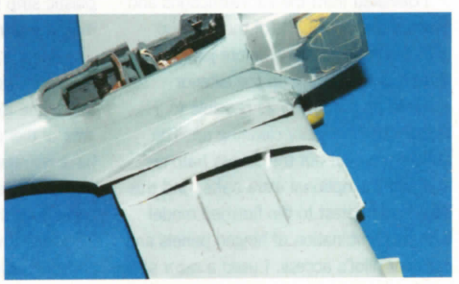

The interior elements before spraying

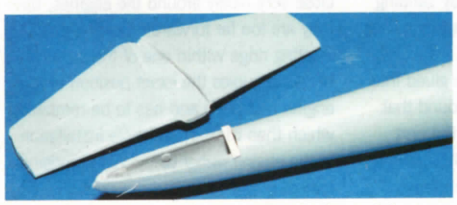

I felt the port console had to be lowered to match that on the starboard

The interior in place. It all looks very busy almost straight out of the box


The undercarriage parts made up


Wheels before and after they're thinned down so they'll actually fit inside the yoke


Braces were added to the inside of the wing root to better match the moulded wing root fairing


A strip of thin card has been added to the front of the tailplane cut-out so the top of the 'plane lines up with the top of the fuselage

Main elements brought together and taped up to dry

The under wing gun pods were added almost as an afterthought, following a discovery in my sole reference on the type

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Potez 63-11

Not a great deal of choice for the modeller. Azur clearly have the most accessible kits, while the Heller offering is out of production. Also in 1/48 Pend Oreille made a resin kit, but this is now scarce. Little further seems to be available, but the little choice we do have will allow excellent models to be built in both 1/72 and 1/48. Techmod in particular are to be commended on their new decal sheets covering Vichy and Axis-operated machines.

Azur #5948 1 /48 Potez 63-11 £19.72 US$51.30

Azur #3572 1 /72 Potez 63-11 £15.65 US$31.50

Eduard #EX243 1 /48 Potez 63-11 paint masks for Azur kit £4.99 US$7.16

JMGT #1006 1/48 Potez 63-11 US$139.98

Falcon #CV2672 1 /72 vacform canopies France WWII part1. Includes Potez 63-11 £9.77

Heller #396 1/72 Potez 63-11 OOP

Techmod #48086 1 /48 Potez 63-11 decals £6.99

Techmod #48087 1 /48 Potez 63-11 decals £6.99

Techmod #72143 1 /72 Potez 63-11 decals £6.99

Techmod #72144 1 /72 Potez 63-11 decals £6.99

US$11.03

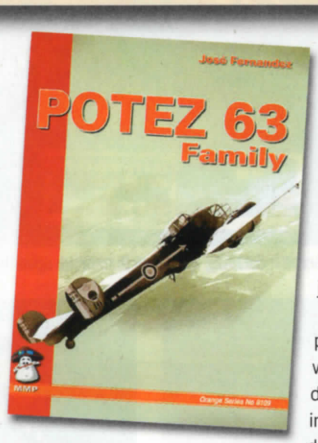
bar has separate pedals and the pilot's simple plinth has separate heel boards. Twelve parts go into each of the undercarriage units, while as a contrast each of the complex radial engines is supplied as a single, albeit superbly detailed, resin casting.

The seats, cockpit floors and plinths were removed from the sprue, cleaned up and assembled as much as necessary before being taped to a piece of card ready for an overall spray of Night Blue, the standard interior colour for French aircraft. I used the Tamiya colours XF-50 Field Blue and XF-4 Yellow-Green as, though not perfectly accurate, they are close matches to the *Bleu de Nuit* and *Chamois* shades used on the cockpit interior and undercarriage/cowling areas respectively.

I deviated from the kit instructions and married the clear parts of the nose up with the main fuselage before joining the sides together, lining up the exterior surfaces as accurately as possible to reduce the necessary cleaning up. The builder may cut out the access hatches and add the optional extra parts, and this does add interest to the finished model with its combination of hinged panels and car door pilot's access. I used a razor saw to cut out the transparencies partially and scraped the openings to a close match to reduce stress marks in the plastic.

Tamiya's excellent masking tape was used to protect the external transparencies, cut into thin strips to follow the frames and then filled in with masking fluid. Internally the forward sides were crudely masked with cheaper tape so the interior could be detailed and sprayed without risking the glass areas. Structural detailing from thin plastic strip was added to the otherwise featureless interior of the clear parts.

I found a couple of overpowering ejection towers on the cockpit sidewalls and these were removed as I cut out the area of the 'car door' access. Though I have no reference material I elected to add a couple of throttle levers to the port console as the cockpit did look a bit bare. I also felt I had to move the starboard console down about 5mm to match the level of the port as the asymmetric layout as kitted looked really weird, though I must say that if any of these 'corrections' have made the interior more accurate it's all luck rather than judgement.



Subsequent to this build Mushroom Model Publications have also covered the type

The instrument panel is well moulded with blank dials and I decorated the larger instruments with decals from the superb Mike Grant sheets, the smaller ones being picked out with a dot of gloss black paint. I also replaced the radio face with a couple of panels from a generic Re-Heat cockpit set as the kit item suffered badly from shrinkage, and added a couple of MG placards around the sidewalls to break up the rather sombre interior.

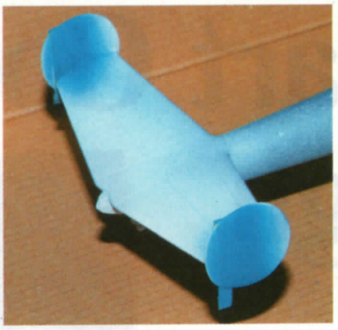
The undercarriage is surprisingly complex with no fewer than twelve parts in each leg, excluding the two-part wheel-and-tyre assembly. I replaced the two tiny struts that extend the wheel's aerodynamic fairing with some thin plastic rod, and the wheel itself had to be thinned by a good millimetre by sanding the mating surfaces before the two halves were glued together.

The wheel wells have to be glued into the wing lower surface and I found that the inboard ridge that locates the port well had to be scraped off as it would have misaligned the part. Like many Eastern European offerings the kit has a dearth of location guides, yet here one of the very few is in the wrong place!

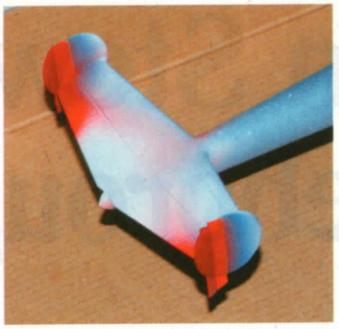
The three-part wing (one-piece lower and top to each side) fitted together extremely well and I had to ease the fit with some careful filing before it was added to the completed fuselage. The wing was not curved enough to match the fuselage fairing so I added braces to increase the thickness and the wing could then be added with only a smear of filler to each side. The five-part tail took a bit more work, first with scraping the lower panels where they met the fuselage sides, and secondly a piece of thin plastic card was added to the fuselage at the front of the tailplane recess so the top would line up properly. Make sure the main- and tailplanes line up accurately and the endplate fins are held truly vertical as they dry. No alignment guides are used on the vertical tails and some would want to add reinforcing pins, but I didn't do this for two reasons. Firstly, if the holes for the pins were incorrectly positioned they would throw the tails out of position, and secondly the plastic responds very well to cement so reinforcement isn't necessary.

The top of the engine nacelles are separate parts and fit well to the wing surface, blending in nicely with just an application of correction fluid immediately wiped off with alcohol. I wish the next step was as simple. The cowling halves close very nicely around the engines, but they are too far forward or backward. The locating ridge within one of the cowling halves occupies the exact position of the engine rear plate and has to be removed, which then makes the whole installation of the engine rather dicey. With hindsight I should have recreated the ridge immediately aft of the previous position, instead I gambled on the use of thick superglue and activator and ended up

Spraying the rudder tricolour; the white is masked off taking the band widths very carefully from the decal sheet



The blue stripe was sprayed on second



Finally the red was added to complete the job

I left it too late to cut out and replace the nav lights with clear plastic, so I sprayed Tamiya clear red and green over the wing tips and then masked off the light area. It didn't look too bad once finished

with one slightly misaligned engine. I felt that the cooling gills, which only occupy the lower part of the cowling, are not scribed deeply enough, so I ran over them with an Olfa P-Cutter to increase their definition.

In themselves the engines are superbly detailed but there are no colour indications in the instructions. I found a superb black-and-white image of a Gnome-Rhone 14 in the MBI monograph on the Henschel Hs 129, which showed it as having a 'light' crankcase and 'dark' cylinders with very glossy pushrods. I elected for an aluminium crankcase and gunmetal cylinders with gloss black pushrods, with a heavy wash of black to increase the shadows and blend the colours together.

To prepare the model for final painting I added the nose piece, the main canopy and the various small details. These included the trim and servo tab pushrods which are supposed to be from the etched metal sheet, but I find such items to be too insubstantial so I used the parts from the plastic sprue. These are crossed out on the parts map and can easily be identified from the metal parts.

The aircraft I wanted to model – No. 641 of GAO 515 – was shown as a colour profile in my French colours monograph which suggested that underwing gun pods were fitted. These aren't indicated on the parts map but the components are easy to identify and position.

Painting and Finishing

The various openings were plugged with damp kitchen towel and a coat of Halfords Acrylic Primer was applied before final painting. I anticipated problems with the rudder tricolour decals so I painted these on the model and also picked out the navigation lights with a coat of Tamiya Clear Red and Clear Green over the appropriate wingtips, then masked these all off ready for the final painting. All of a sudden the fun went out of this project.

Usually I'm happy to finish my models with proprietary acrylics such as Aeromaster or Xtracrylix, following what it says on the jar and matching it with the instructions. This kit gave me problems in that it only provides Gunze Sanyo and MPM colour references. These paints are as common as rocking horse droppings around here so I turned to the profile and colour chip chart in the monograph. I had no idea there were so many different shades of brown and green in use in the French Air Force, and none of them matched the Xtracolor enamels I had used on previous models! To add insult to injury I couldn't find any French colours in the Xtracrylix range that I could have ordered up for rapid delivery so I tried to mix some colours myself. This turned out to be a disaster and I still don't know whether it was a factor of artificial light or if the mixed paints did actually change colour as they dried, but by this time my 'accurate modeller' persona had been shot up and was spinning to fiery oblivion, and as I could not finish the model with any likelihood of accuracy the 'happy kit-basher' took over and used the closest Tamiya acrylics I could find in the local stockists. These were XF-23 Light Blue for the underside, and for the three-colour upper surfaces I used XF-54 Dark Sea Grey, XF-67 NATO Green and XF-68 NATO Brown. As I write I am aware the knowledgeable will be rolling in the aisles but I've never had the ability to mix colours without specific formulas so I guess I'll have to live with it.

Tamiya's own gloss varnish was added to prepare the model for decalling, and I found the decals were superb, tough and very flexible, settling down with the mildest decaling solutions. I do advise that users take care when cutting out the images, however, for they have been printed on white paper and the white decals (specifically Grumpy's name) aren't fully visible until the paper is dampened.

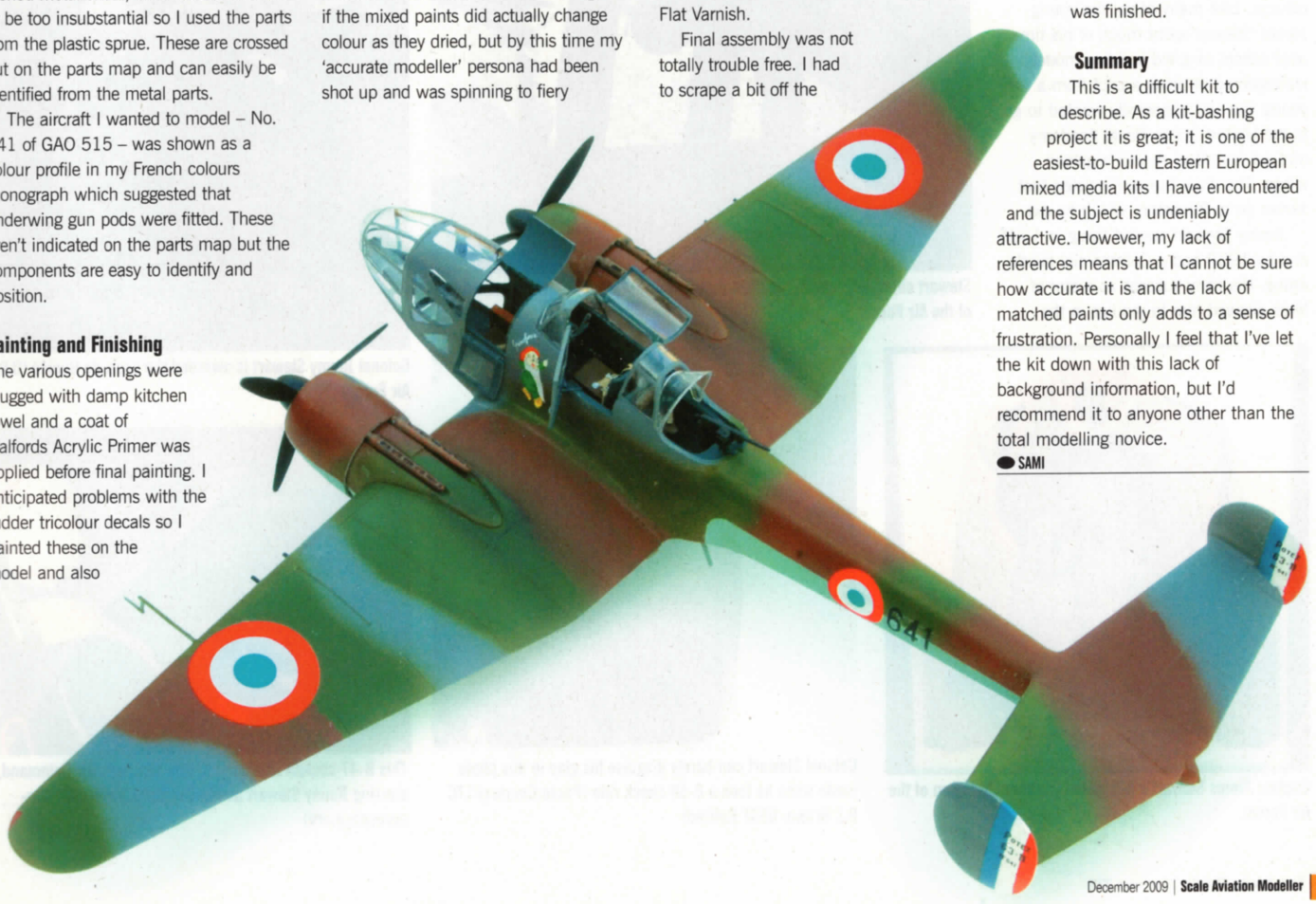
A couple of smoke trails were sprayed on with Tamiya Smoke and then the finishing was completed with a further coat of Tamiya clear and then Xtracrylix Flat Varnish.

Final assembly was not totally trouble free. I had to scrape a bit off the sides of the wheel wells to get the legs in place, and drill holes in the rear walls to allow the struts to fit, while the doors all had to have tiny 'hinges' added from scraps of thin plastic card to brace them, and I also added a strut to the bottom of the car door to hold it open. The mount for the rear gun is quite complex and made up from three parts and its location isn't clearly shown at all – I just hope it's not totally wrong. Last items to be fitted were the prominent flame-damping exhaust stacks, and the model was finished.

Summary

This is a difficult kit to describe. As a kit-bashing project it is great; it is one of the easiest-to-build Eastern European mixed media kits I have encountered and the subject is undeniably attractive. However, my lack of references means that I cannot be sure how accurate it is and the lack of matched paints only adds to a sense of frustration. Personally I feel that I've let the kit down with this lack of background information, but I'd recommend it to anyone other than the total modelling novice.

● SAMI



Captain Stewart Goes to Attleborough

I am not sure how you as a reader may be familiar with Jimmy Stewart. Many of our more 'mature' readers will remember him for movies such as Rear Window, Mr. Smith Goes to Washington, The Spirit of St. Louis, or Strategic Air Command. Ironically enough, he may be best known over here with many Americans as the hapless hero of It's a Wonderful Life, soft-hearted banker George Bailey. In this film, Bailey states, 'I wish I had never been born' then is about to jump from a bridge into an icy river at night during a snow storm. The movie was panned when it was released, but it is impossible to view the television for any period of time around Christmas Day and not see at least a clip. Incidentally, this film was Stewart's first after WWII.

While some of our readers may be familiar with Jimmy Stewart the actor, what about Jimmy Stewart, the consummate aviator and Air Force officer? I learned some new information while doing the research for this column. Like many of us, the young James Stewart spent much of his time after school as a kid building models. He dreamed of being a pilot from a very young age and apparently wanted to go to the United States Naval Academy and get his Naval Aviator's golden wings. The elder Stewart insisted that James go to Princeton, which he did.

Jimmy Stewart started flying in 1935 and by 1938 had a Commercial pilot's rating. His early success as a star of films allowed him to indulge in the purchase in 1939 of a Stinson HW-75 (later known as the Voyager) during its first year of production. By the time Pearl Harbor was attacked, Jimmy Stewart already had over 400 hours of Pilot-in-Command time and had flown cross-country on several occasions to visit his parents back in Pennsylvania.

Stewart was drafted but rejected because he was too skinny for his height. He did eventually enlist in March 1941 as a Private. Stewart was commissioned as a Second Lieutenant and posted as an instructor pilot (the curse of many an outstanding military aviator as many will attest) in Albuquerque, New Mexico. The 36-year old pilot appealed to his CO. for a combat assignment and was granted his wish when he was posted to the 445th Bombardment Group (BG), which began flying from Tibenham in the

Major Stewart conducts a post-mission debrief with a Liberator crew (Famous Airmen web site)

Stewart chats with one of his B-24 crews after a mission (National Museum of the Air Force)

Colonel Jimmy Stewart is awarded the Croix de Guerre (U.S. Air Force)

Captain James Stewart's A-2 jacket (National Museum of the Air Force)

Colonel Stewart can barely disguise his glee in this photo made when he took a B-58 check ride (Photo Courtesy LTC B.J. Brown, USAF Retired)

This B-47 cockpit was used to film Strategic Air Command, starring Jimmy Stewart as himself (http://www.wilhelm-aerospace.org)

General Stewart's official Air Force portrait. Some historians think that Stewart could have been Air Force Chief of Staff had he remained on active duty (USAF)

Brigadier General Stewart shown after a B-52 combat mission in Vietnam (http://www.historynet.com)

A movie poster advertising the movie Strategic Air Command (http://www.whosdatedwho.com)

UK at the end of 1943. Stewart was promoted to Major and assumed duties as Operations Officer for the 453rd BG.

Stewart's official mission tally was 20, but was undoubtedly much higher, as he flew as command pilot in the lead B-24 of the 453rd.

453rd Bomb Group insignia (453rd BG Association)

He earned two DFCs, the Air Medal with three Oak Leaf Clusters, and the Croix de Guerre. By the war's end, he was a bird colonel. By all standards, this outstanding actor was an outstanding pilot, officer, and leader.

Jimmy Stewart would go on making movies but he remained in the Air Force Reserve. If you have not seen the movie Strategic Air Command with James Stewart flying B-36s and a B-47, order it or try to find it at your local library. The air-to-air sequences are beautiful and Stewart flies in a real B-47 cockpit.

Stewart travelled back to the U.K. and was almost always present for reunions. He was given a flight in a B-58 and also flew as an observer on a B-52 bombing mission during the Vietnam War. When he retired from the Air Force Reserve in 1978 with the rank of Brigadier General, he had 28 years of service.

Jimmy Stewart was the real deal. There was no BS and what you saw was what you got. I still remember him getting a laugh from the audience of NBC television's *Tonight* Show on television during one of many appearances. He good-naturedly complained to host Johnny Carlson that he had been flying earlier in such a strong headwind in his Piper Cub that he looked down and noticed he was flying backwards.

SAMI

'Sorry Colonel Stewart, but I can't let you in without a pass.' This photo was taken at Carswell AFB, Texas during filming of Strategic Air Command (Photo courtesy of Lockheed-Martin)

Jimmy Stewart reminisces during a visit to 'Old Buck' (http://www.mtholyoke.edu)

A photo from the graduation book of Cadet J.M. Drenan showing Jimmy Stewart as an instructor in Albuquerque, New Mexico

A Stinson similar to that which Jimmy Stewart purchased in 1939 (http://www.airminded.net)

Maj. Gen. Charles E. Stenner Jr., in a ceremony in Jimmy Stewart's home town, presents Kelly Stewart Harcourt and Judy Stewart with two pewter plaques commemorating the Air Force Reserve's 60th anniversary (USAF photo/Lt Col Lori Largen)

BY **BUD HIGHLEYMAN**

The Big Biff

The Bristol F.2B in 1/32. A big build of a classic British Biplane

TECHNICAL DATA

Bristol F.2B Fighter

Scale: 1/32

Price: US$79.00

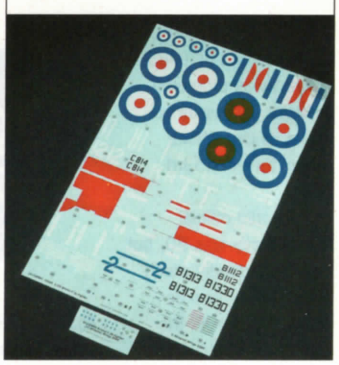
Kit Number: 32004

Type: Injection Moulded plastic

Manufacturer: Wingnut Wings

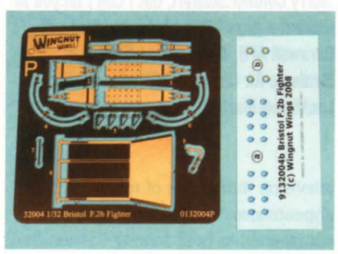
Also used:

RB Productions RB-P32013: British wire terminals



The Bristol F.2 fighter series, aka Brisfit or Biff, had a rough start in its long and industrious career. First deployed to the front in early 1917, the airframe was not initially considered structurally sound, and was relegated to tactics that would almost guarantee its demise. In April of that year during the Battle of Arras, four out of six Bristol F.2As were shot down by Albatross D.IIIs of *Jasta* 11. Shortly afterwards, with a couple of upgrades and development of new tactics, the Brisfit came into its own and was loved by all who flew her.

Upon receiving this kit, I was thoroughly impressed with the quality of the plastic and the care and thought that went into the detail and part breakdowns. Inside the sturdy box there are seven grey plastic sprues of

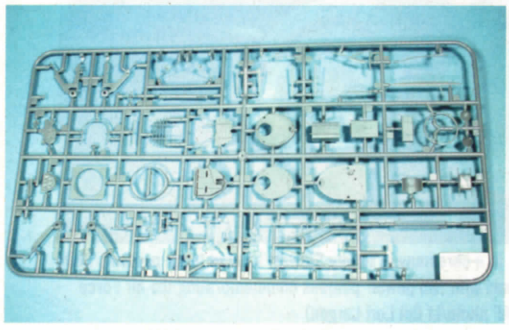


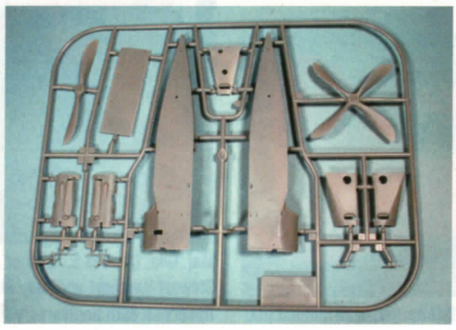
beautifully rendered parts, one clear, one small photo-etch fret, a huge sheet of decals including five different marking options and a twenty-eight page colour glossy instruction booklet. The instruction booklet is gorgeous, containing easy to understand assembly diagrams (3D rendered CAD shots), a series of photos of a restoration aircraft and period photos of operational machines.

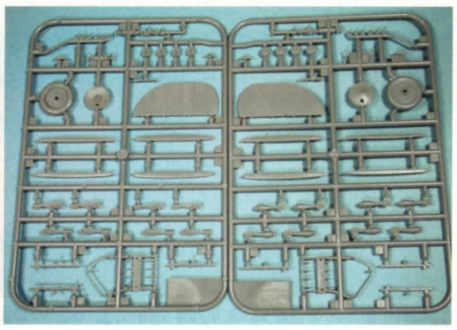
Cockpit Construction

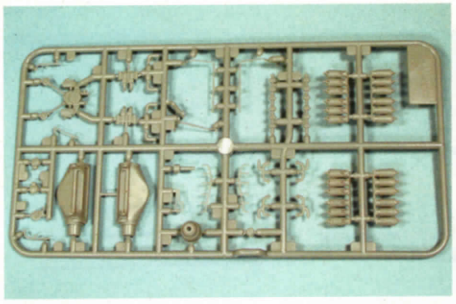
Our first order of business is the front office, but in this case, it also encompasses the observer's station as well. A note of caution, the fit of the parts is very positive and care should be taken while test fitting – this being said, this is one of the best fitting models I have ever encountered. One will spend more time painting and finishing the exquisite parts than assembling them.

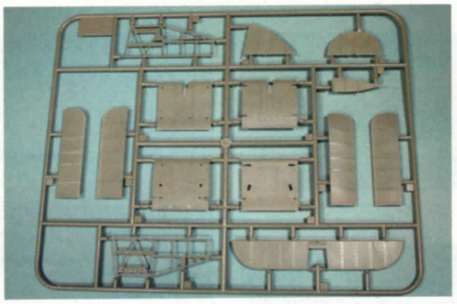
There is rigging involved here for the frame and control cables that could be installed if you so choose. It is well worth the time once installed. For the wood frame bracing, I used a 34 gauge jewellers' wire. I followed a suggestion from a very kind gentlemen who showed how to cut grooves on the backside of the fuselage frame instead of trying to drill a series of #80 holes. Just make

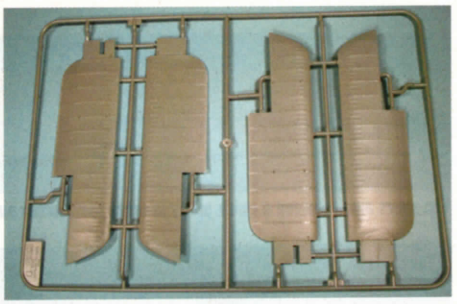


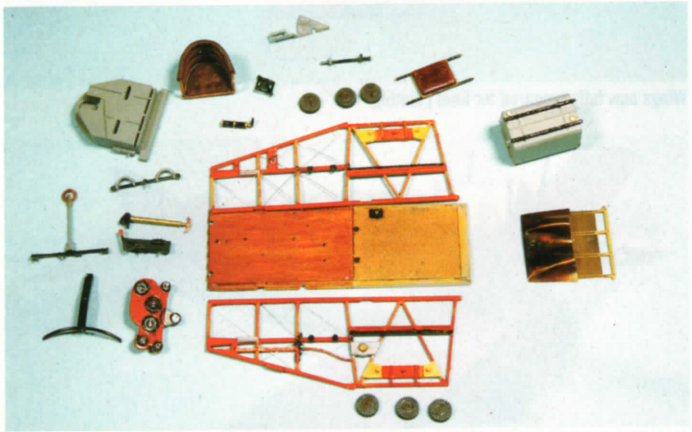




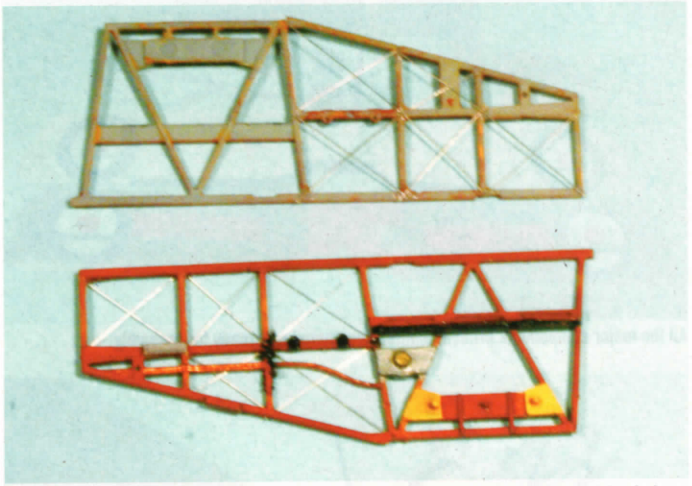




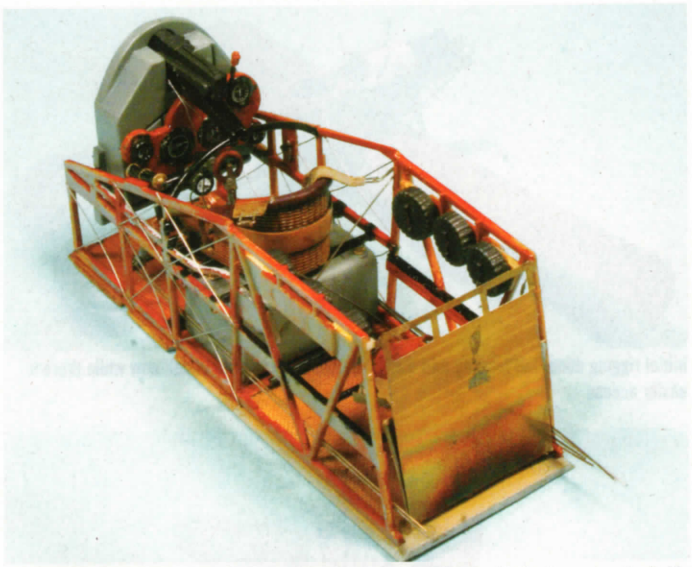




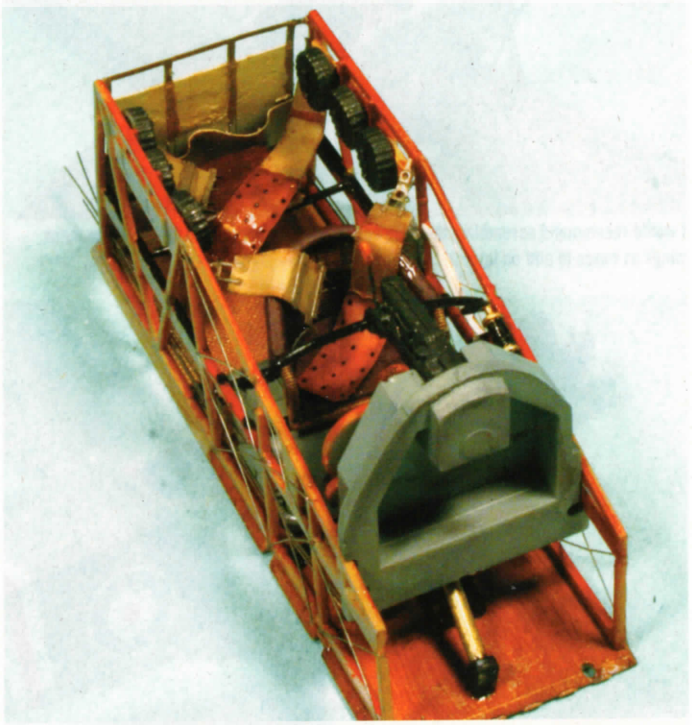
Cockpit parts all painted and ready to be assembled - lots of detail in this area



Cut troughs in the backside of the framing for the rigging – much easier than drilling holes and looks the part when done

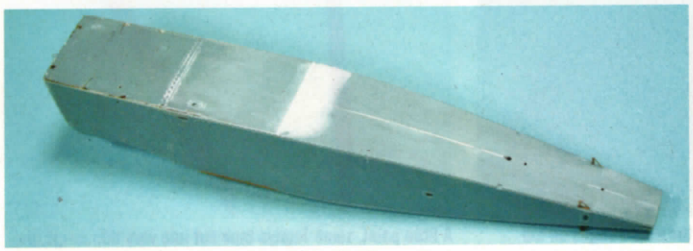


The assembled cockpit. Make sure those bracing wires are flush with the frame, as the 'tub' is a tight fit in the fuselage

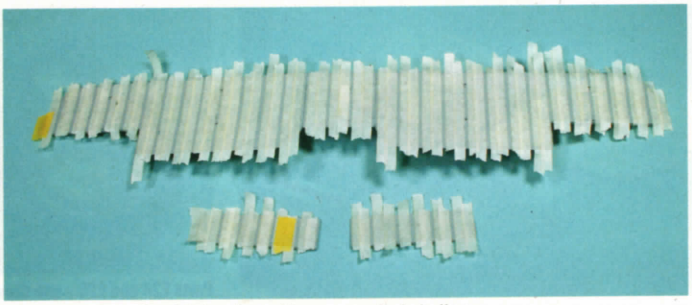


Another view of the assembled fuselage shows how much detail can be achieved in this large scale

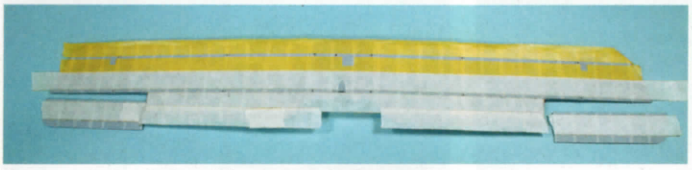
A little filler was employed to level the fuselage out once assembled



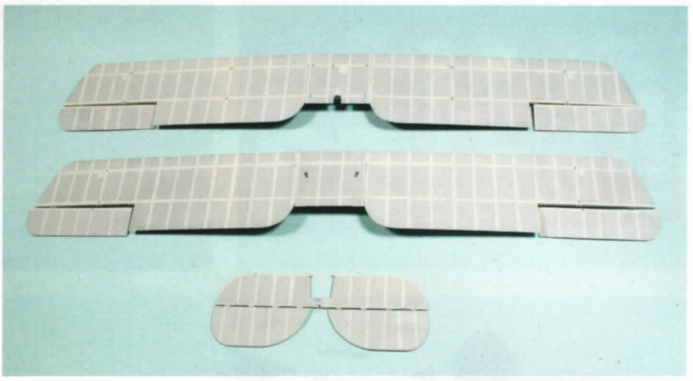
More filler employed on the underside of the fuselage



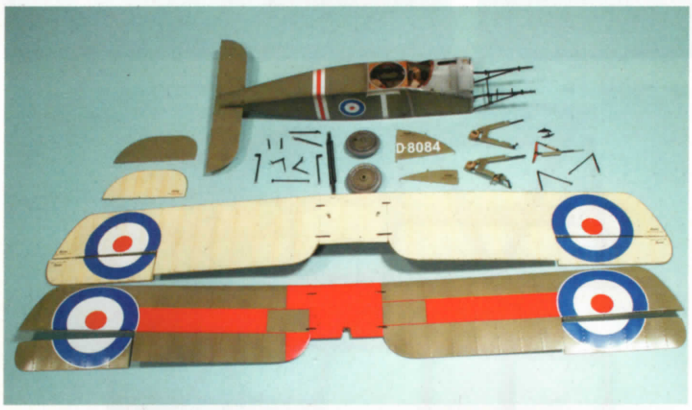
Ribs were taped off and painted to achieve a pre-shaded effect



The spars also received a quick spray to make them stand out



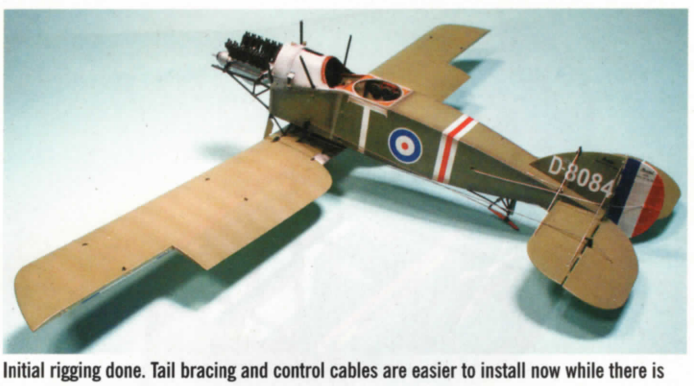
Wings now fully prepared for final painting



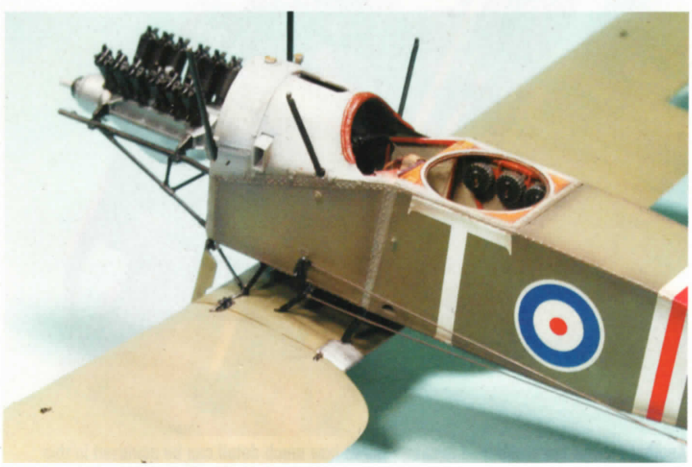
All the major components primed, painted, weathered and ready for assembly

The airframe at an advanced stage of construction – but still with a long way to go

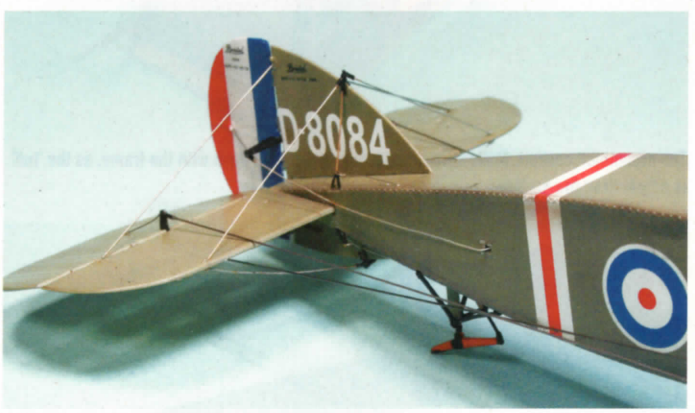
I would recommend assembling the wing centre sections separately first, and the outer wings as boxes to add on later



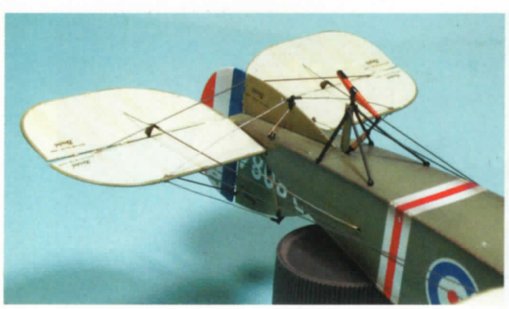
Initial rigging done. Tail bracing and control cables are easier to install now while there is easier access



Elevator control cables with RB Productions terminals



Tail rigging and bracing detail



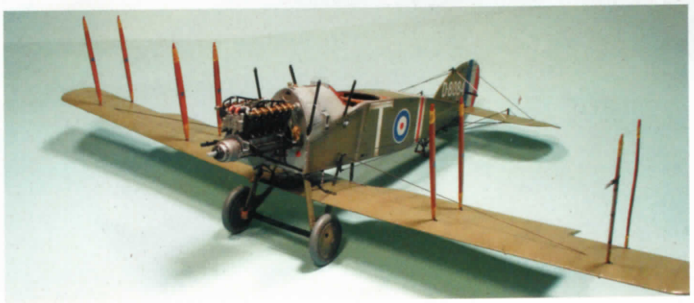
Underside rigging and bracing detail

Parts E24 and E25 - one shows the wire troughs on the back. A 34 gauge jewelers wire does the job just nicely

A little paint, some Tamiya tape cut into very thin strips, a couple of decals and the struts are good to go

sure that the grooves are deep enough to have the wire sit flush with the back of the frame as fit is really tight when closing the fuselage halves.

One may also want to thin part #A13 as it is a bit thick and will impede the rudder and elevator cables that want to pass by it. Some may want to replace that part altogether as it really isn't what the real incidence handle looks like. As you get to the etched canvas cover provided, you will need to take some time to bend the bottom half into a series of folds to get the upper and lower parts to match in width. Don't forget to anneal the part first before bending. I used a conical shaped tool to get those folds. You may also want to back up the top ribbon with a piece of square stock when attaching to the completed fuselage frame.



The struts in place and we're ready to add the top wing

Fuselage and Undercarriage

Now it is time to assemble the fuselage in just two easy steps. The first part is to install the etched stabilizer control horns in each of the fuselage halves. Strangely, Wingnuts chose not to locate the cable holes in the fabric skin for these pulleys. Refer to your references to get locations. Again, I used a 34 gauge wire to represent the cables. One of the great engineering features of this kit is that the cockpit is inserted from underneath instead of being closed between the two halves, which makes locating the cockpit a breeze.

I did have a small problem getting the cockpit in place because of something I did and not the kit's fault – yep, I did not have the wire bracing flush to the back of the framing, that is how tight the fit is. You will need to use filler to get the top and bottom flush and smooth, as the fuselage had a little tendency to dip a bit at the seam.

Don't install the cabane struts, the engine mounts, the lower wing bracing, or tail skid until you have painted the fuselage fabric and coaming. I went as far as applying my decal choices as well as such weathering as I was going to do. The tail skid is fairly weak, so when I installed it I also installed its support brackets as well.

The undercarriage is very simple and really just a matter of strut choice depending on what marking option you choose. The bungee chords could have a little better definition in their appearance, but that is a very minor point with all things considered. This part of the assembly should remain unglued until installed into the lower wing centre section.

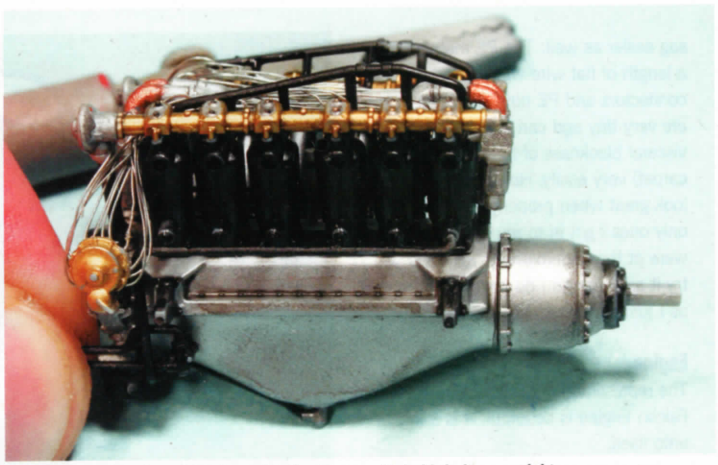
Ready for all the rigging. This was a real test of patience and perseverance

Wings

At this point, the instructions have you assemble the lower wing sections together. You also need to make some choices and modifications based on your marking options, and will need to decide whether or not you want to use one or two sets of the Cooper bomb carriers or remove the location dimples. You can also choose to use the Holt flare dispensers.

I was a little confused between step six and step seven. If I were do this again I would not assemble the lower wing sections together, nor the uppers until I had the two centre sections firmly affixed to the model. Doing it this way will also make the initial rigging much easier to deal with. The fit of the parts is positive enough that you can paint and weather them without worry or filler. Speaking of finishing, I had a little fun with the clear doped fabric. After spraying on the grey primer, I went back and masked off the ribs and spars and sprayed a darker grey to simulate them exposed through the fabric. I then sprayed the clear doped linen colour available from Misterkit. I also enhanced the rib tape with a wash of burnt umber. On the upper portion of the wing, I used the PC10 paint colour from Misterkit. I also sprayed the rib tapes a clear semi-gloss and followed that with a light mix of Olive Drab and PC10 between the rib tapes. This allows for the rib tapes to be expressed in a subtle fashion. I also applied the decals to both upper and lower wings. I used this same process for the elevators, stabilizers, ailerons and tail.

With the lower wings assembled, it made attachment to the fuselage an exercise in frustration and persistence. Trying to get the gear in place and the braces located with this big wobbly thing was really problematic. I didn't get some things to fit properly but got it close enough (the main gear front brackets need to sit flush with the fuselage – mine sit a little off). Be careful not to close up the rigging holes when gluing.



The completed engine with wiring detail added – a little kit in its own right

Tail, Stabilizer and Intial Rigging

The upper and lower portions of the tail get attached at this point. Again, the attachment is a little weak and flimsy (thin, long pins – easily breakable) and really tightens up when the rudder and rigging get attached.

Once I got the stabilizer and elevators installed, I surmised that it would be the appropriate time to do the rigging and control cables. I used RB productions British connectors for the cable attachments at the tail bracing points as well as for the control horns. I used a combination of 34 gauge, 28 gauge and music wire for the rigging. The music wire was great for those long control cable runs as there is little to no deflection over the length of the run.

Upper Wing, Struts and Rigging

Now the real fun begins. The wing struts fit positively in both the upper and lower wing section, and when all together the assembly is surprisingly stable. However, because I assembled all the wing sections together, trying to get the upper and lower sections aligned threw me into fits. Also having to get the cabane struts located in the mix made matters worse. I wish that my Aeroclub jig had been big enough to handle it.

Eventually I landed on the idea of affixing the centre section to the cabane and then adding the struts. Not an easy way to go about it, but do-able. Again, it would be much smarter and easier to assemble the centre sections to the fuselage, then separately assembling the port and starboard wing sections with the struts before attaching to the centre sections. The dihedral is already built into the connecting tabs.

To be honest, I live in horror of rigging. The Biff, like the D.H.2, is not one to cut your teeth on for this, but I had to get out of my comfort zone. Wingnut, in their infinite wisdom and thinking ahead, provide little holes where the rigging would connect to the fuselage and wings. Taking all the guesswork and pre-drilling out really does make life simpler. I initially decided to use the flat wire PE along with the connectors from RB productions. After 48 hours of frustration (and almost having the kit take a maiden flight) I switched back to using music wire for the rigging. I spent about 8 hours on the rigging for the main wings and probably another 4 overall on the tailplanes and control cables.

The PE wire and connectors will work (hindsight is such a wonderful thing) and look beautiful, but I would have needed to put little brass pins or music wire in the rigging hole locations provided by Wingnut. This would have made measuring lengths easier, that then could have been assembled under controlled conditions prior to installing. It would also have made taking out the

Getting the top wing on and aligned was a bit of a beast. Only patience prevented an early flight

sag easier as well. The PE method was a length of flat wire with two PE connectors and PE nuts. The connectors are very tiny and can end up in the visceral blackness of the work bench (or carpet) very easily. However, they do look great when properly installed. The only ones I got in to my satisfaction were at the undercarriage rigging. I will try it again when I do my S.E.5A and do as I just suggested.

Engine

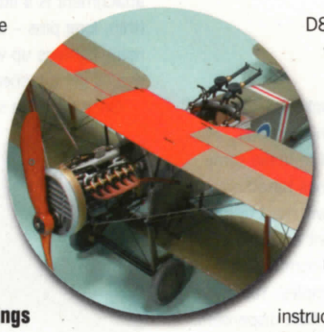
The representation of the Rolls Royce Falcon Engine is beautiful. It is a model unto itself.

One of the nice features is that the distributors (parts E24 and E25) already have troughs for wiring cut into their backs. I drilled holes in the cylinder heads at the spark plug locations to terminate the wire. Again a 34 gauge jewellers wire was used to simulate the plug wires and I also used a 28 gauge brass wire to do the rigging on the engine support frame. The radiator and gun tube are a very positive, but tight, fit, so be careful when pushing in place. The only thing missing is the shutter control horn and cabling. Still, even with that minor omission, with everything together, it really looks the part.

Guns and Props

Wingnut provides both a two-bladed and four-bladed prop. It would have been nice if a representation of the brass prop edge had been included. I guess it is easy enough to represent with thin kitchen foil, still would have been nice to have that choice. I painted the prop using a base coat of Tamiya desert tan and then coated with a streaked mix of burnt umber, light red and yellow ochre artist oil paints. I then sealed it with a clear sealer and after the decals dried, tinted the clear acrylic with a touch of yellow food colouring to get that varnished look.

You are given a choice of single or double Lewis machine guns for the Scarfe ring. I chose the double mount. The Scarfe ring is also a nice representation. It uses a combination of PE and plastic to make it up. Next time I am going to figure out how to do the bungee tension cords around the pulleys.



Final Assembly, Markings and Finishes

The last items I added to the model were the ailerons and the brackets at the bottom of the wings. Having them on with the amount of handling required is to guarantee disaster. Best to add them last with the small amount of rigging necessary to complete the effect.

Wingnut provides five different marking options. I chose the markings for 'T' D8084 as I thought they were the most colourful. I did have an issue with the red decal #23 as it does not fit the wing top properly. Mine is applied a little off, but hardly noticeable.

The Wingnut instructions have a fairly good list of colour callouts with manufacturers colour numbers for Tamiya, Humbrol and Misterkit. I used the Misterkit line for the PC10, clear doped linen and battleship grey. I also used Model Master enamels, Testors, Tamiya acrylics, Floquil and artist oils depending on what I was doing. I ended up making a really good semi-gloss black by mixing Testors dullcoat with Testors black gloss enamel. For the various washes, I used the War Pigs line of pre-made washes.

Conclusion

Even though my inexperience with WWI kits showed itself on several occasions, I did enjoy this build. I learned a few things from it that will hopefully help me out the next time I attempt a kit of this nature. The experts will love it, as the fit is great, and there is room for some fine detailing. It is a pretty easy build, but for someone with little to no experience of biplanes I would certainly suggest something a little less complicated; this notwithstanding I look forward to the next releases from Wingnut Wings as they are very well engineered kits.

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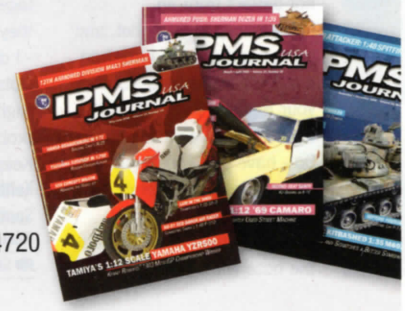

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ON THE SIDE

Ooragnak

'Gannets are seabirds in the family Sulidae, closely related to the boobies...' Wikipaedia

I presume the following has already been brought to your attention by at least one Australian reader, seeing as we've only just received the August issue of *Scale Aviation Modeller* here in New Zealand, however just in case:

The aircraft profiles accompanying your Gannet article show an Australian Navy aircraft in 'pre-delivery finish, Farnborough, September 1957' on page 785. I presume that shortly after delivery, the kangaroo got turned around to point in the correct direction - ie, the direction of flight, as is the convention for both the Australian kangaroo and the NZ kiwi?

Was this aircraft really displayed at Farnborough with so obvious a misreading of RAN marking instructions or is it an error?

Regards

Deane Goldsack
Auckland
New Zealand
SAMI

Vector Detector

In the SAMI July 2009 issue was an article about Vector's 1/48 LaGG-3 kit, plus five nice colour profiles, but the main colour of first profile is incorrect.

The I-301 (first LaGG-3 prototype) was covered with varnish of a cherry colour and polished up to a gloss finish, earning the aircraft the nickname 'Piano' from airfield mechanics. It was not finished in the same red colour used for national insignia as indicated.

Regards

Evgeny Bobkov
Russia
SAMI

Up to Scratch

I always eagerly await each month's *Scale Aviation Modeller*, the contents are usually noteworthy for all the right reasons. Two articles in September's issue in particular struck me, one filling me with despair, the other with hope regarding the direction our hobby is heading.

My 'credentials' stretch back to building a Comet model of a Douglas Skyray around 1958, so you will gather I have seen much come and go in the modelling world in fifty years and almost all of it good, but in a review in the *Accessories* feature concerning Eduard photo-etched items the following comment was made, 'anyone claiming they can paint a cockpit in 1/72 to a higher standard than a pre-painted etch should contact the editor.'

This confirmed what I have thought for some time. All you need to be a 'modeller' are deep pockets. Buy all of the add on resin and photo-etched parts available and just assemble everything, or better still cut out the assembly stage and buy something already at museum standard from someone else.

The heart-warming article was on how to upgrade an F-18 Super Hornet without using aftermarket products, just plastic card, rod and ingenuity. Now there's someone who deserves to be called a modeller.

I am not against the growth of the aftermarket brigade but when an already reasonable kit can be doubled or trebled in price through resin and photo etched add-ons, are we not deterring the next generation from taking up a fulfilling hobby because they can't afford the 'extras' to make their model as good as those with money to spare? I know the feeling because the expectation of 'perfection' stopped me from building (not buying) kits for quite some time.

Please, more articles like the F-18 piece and the magazine, good as it is, will be worthy of the name *Scale Aviation Modeller* and not *Scale Aviation Assembler*.

Just by way of interest, find attached my scratchbuilt 'what if' TSR.2 of about ten years ago (it doesn't warrant too close a scrutiny).

Keep up the genuine good work

George Austin
SAMI

Bucc Up

Not another CMR Buccaneer build where the Observer (RN)/Navigator (RAF) needs to draw a periscope from stores in order to see out! In the finished kit built by Paul Janicki (SAMI September) the rear seat headrest is invisible from the side. As correctly shown in the side profiles on page 847 and in the scale plans, the head rest should be almost touching the canopy. The head and back rests of the ejector seats are fixed and it is only the seat cushion that adjusts for height, therefore the headrest will always be in the same position, unless the decision has been made to jettison the aircraft! I attach a photo of myself taken in the back seat of an 809NAS Buccaneer in the 1970s. This photo shows the normal operating position - in fact, for myself, in the back seat, later in my Buccaneer career I would sit even higher. I just hoped that the MDC (Miniaturised Detonating Cord), rather than my head, would shatter the canopy on ejection. When the canopy is moved to the closed position the pilot simply ducks his head as the canopy arch passes.

As I'm sure exhibition judges would agree,' It's all in the detail.' Otherwise an excellent magazine.

All the best

Phil Walters
SAMI

'Pious Bird of Good Omen'

September issue Editorial - that Gannet again!

The outer wing sections have been placed on the wrong side thus effectively rendering them - yes, upside down. Take note of the aerofoil shape around the wingtips, and when did you see a pitot tube mounted on the upper surface of a wing? As modelled, if those wings were unfolded, the pitot tube would sit on the upper surface starboard wing, whereas it should be beneath the port wing.

Notwithstanding, this does not detract from an impressively built model, and quite frankly, if the error had not been highlighted 95% of your readers, including me, would not have picked it up. So - have you wiped the egg off your faces, or merely spread it from ear to ear!!

When I built mine I glued the nose wheel bay to the port fuselage half first, not to the bomb bay, and then slipped the bomb bay in later - no weak joint, and I filled the space between cockpit floor and nose bay with small fishing weights held in place with Plasticene, thus curing its tail sitting tendencies. I had no problem in having to force the fuselage halves together, even with the bomb bay fitted they came together absolutely perfectly - I did however have to enlarge the slots for the front wing spar very slightly, which could account for Bud's problem.

Keep up the good work

Keith Battson
South Africa
(That Gannet is now my Albatross – Editor)
SAMI

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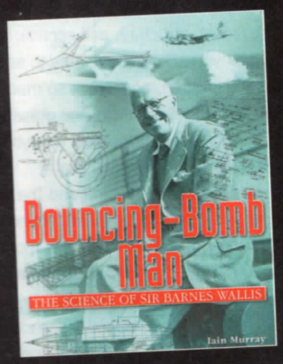

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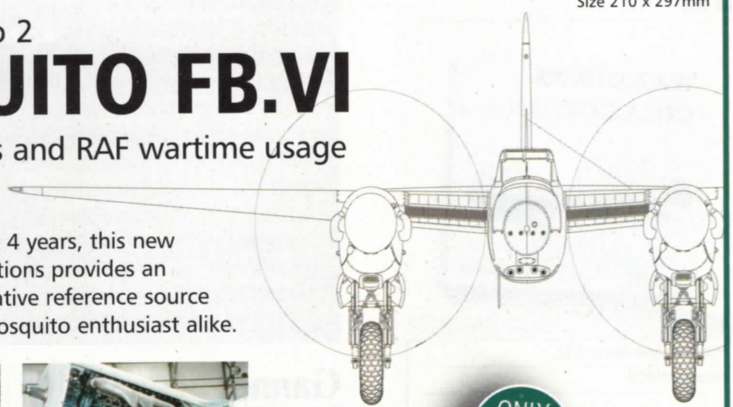

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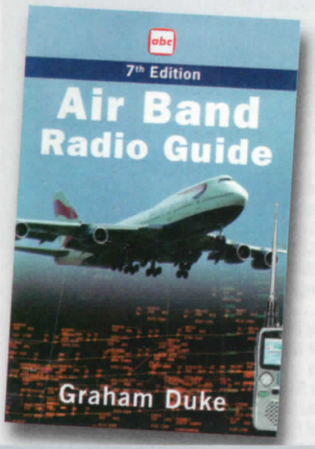


BOOK

Author:	Graham Duke
Publisher:	Ian Allan
ISBN:	978 1 85780 319 8
Format:	Softback, 112pp

Air Band Radio Guide 7th Edition

First published in 1992, this highly popular handbook is back in a revised and updated edition that will be invaluable to aviation enthusiasts who like to take the hobby out and about and watch the real thing. Packed with useful information on air traffic control methods and means, the book includes a comprehensive list of radio frequencies and call signs.

LM
SAMI

BOOK

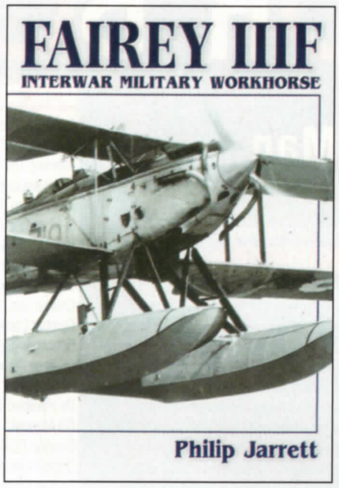
Publisher:	Aero Research Co.
Format:	CD-ROM

Warbirds Collection No.3

This latest from Aero Research includes includes 156 high-resolution photos illustrating thirty-seven different types of ex-military aircraft, offering a wide selection of colours and markings. A good many of these are being made public for the first time, and this release can be recommended to anyone with an interest in Warbirds, both as a modeller's reference on colours and markings, and for the simple enjoyment of the machines themselves.

Barry Brine
SAMI

Fairey IIIF
Inter war Military Workhouse



BOOK

Author:	Phillip Jarret
Publisher:	Ad Hoc
ISBN:	978 0 946958 72 6
Format:	Softback, 248pp

Few aircraft have been so overlooked by the modelling industry as the Fairey IIIF, and while most modellers feel this way about one aircraft or another, the type epitomises those dark ages of aviation, the inter-war years, hitherto beloved of vacform kit producers, but latterly patrolled only by a handful of producers of 1/72 resin kits from the Czech Republic and Poland. But the IIIF not only belongs squarely in this neglected epoch – it practically owns it, and few aircraft can claim to have given such widespread and varied service with both the Royal Navy and the RAF. IIIFs served everywhere throughout the globe, on ships and shore bases, over dry deserts and vast oceans, and while the sun may eventually have set on the British Empire, there was a considerable period of time when it almost certainly never set on the Fairey IIIF.

One can only hope Ad Hoc know something that we don't, and that this superb book will be the precursor of a new kit or two. If such should be the case we now have to hand an absolutely unparalleled work on the subject, packed with information, anecdote, and nearly 500 photographs of this rugged and dependable machine.

Covering all aspects of the type's development, structure, and service, this is a book you will never be able to say you have finished, as there is so much detail packed into the text, the drawings, and the photographs you will always find something new. Thirty-one profile artworks round the book off and the variety and colour to be found, especially in the naval machines, have this modeller yearning to cut plastic – a floatplane in 1/48 would be nice for starters.

This book cannot be recommended highly enough. The IIIF is an important aircraft, and a subject far more deserving of treatment in plastic than another Spitfire or Messerschmitt. At least we have this book for starters.

Gordon Ritchie
SAMI

Swordfish
From the Cockpit #10

BOOK

Author:	Donald Payne
Publisher:	Ad Hoc
ISBN:	978 0 946958 68 9
Format:	Softback, 208pp

If you have not yet sampled the 'From the Cockpit' series, then it is high time you gave one of the volumes a try. These review pages frequently find themselves confronted with books of little real help to the modeller, but excellent in themselves. Rarely do we come across books as vital as this that provide not only the historical photographs we rely on so much, but also the authoritative anecdotal accounts of aircrew who flew the machines, presented in such an open and inviting format.

Highly readable, highly informative, and beautifully presented, this book will sit beside Ray Sturtivant's Swordfish Story as a companion and a perfect complement, as the pages and pages of text largely comprise stories and anecdotes, rather than pure history – although this is dealt with sufficiently in the prologue to set the scene, should such be necessary.

Best of all, the book is not confined to pilots' experiences, but is related by all manner of aircrew and maintenance personnel. It is rounded off by a digest of units operating the Stringbag, and the icing on the cake is the sixteen pages of beautiful colour artwork offering schemes from pre-war silver and carrier bands right up to post-war machines, including a beautiful Grey over Sky Mk III from RNAS Arbroath in 1948.

Author Donald Payne is a RNVR veteran of Atlantic and Russian convoy duties. His book is excellent, and any reader inspired by the article elsewhere in this issue will find it of inestimable value.

GH
SAMI

Gannet
From the Cockpit #7

BOOK

Author:	Simon Askins
Publisher:	Ad Hoc
ISBN:	978 0 946958 63 4
Format:	Softback, 152pp

Ad Hoc have very kindly included this volume with their latest releases – partially as we have not yet reviewed it in this volume, and partially, no doubt, as an *aide memoire* to the Editor next time he contemplates publishing an article with a double wingfold. Thanks chaps.

Authored by a retired Gannet pilot, the book has all the virtues inherent in the rest of the series – fascinating anecdotal text, superb all-encompassing photography, and not a page that doesn't draw you in and keep you fascinated. To an impatient fellow, with little or no interest in the engineering aspects of flight and its history, pilots' stories and colours and markings are the things that make a book crucial, and this is exactly the kind of volume that will first of all inspire you to model the type illustrated, and then have the wherewithal to answer most of the questions that will be raised by the kit's shortcomings along the way. Having read this book I was inspired immediately to buy the volume on the Wyvern, which is currently half buried on the workbench along with the 4+ book on the type.

Very highly recommended.

GH
SAMI

Hunter
From the Cockpit #11

Ad Hoc have ventured out of their usual comfort zone with this book – featuring an RAF type instead of the usual Fleet Air Arm, although the coverage of Royal Navy usage of the type is excellent and as thorough as it could possibly be.

As with others in the series, Hunter covers the aircraft's service from the point of view of those who flew and maintained it, and will give the reader a whole new aspect of the machine to inspire their modelling.

The book is authored by a former pilot – as is customary with this series – who flew the Hunter in most of its variants, and is illustrated throughout with an excellent selection of over 250 photographs, and no less than eighty seven colour artwork profiles.

This is a veritable tour de force. Recommended.

Barry Brine
SAMI

BOOK

Author: Mac McEwen
Publisher: Ad Hoc
ISBN: 978 0 946958 71 9
Format: Softback, 200pp

ON THE SIDE

BOOK

Author: Michal Ovcacik and Karel Susa
Publisher: 4+ Publishing (Mark I Ltd.)
ISBN: 80 902559 0 6
Format: Softback, 36 pp

Westland Wessex

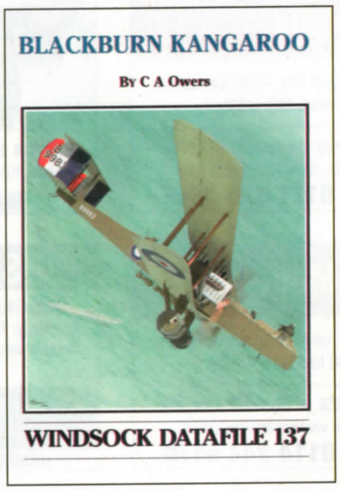
This book was first published in 1998 and quickly became a standard reference (indeed one of the few published) on the ubiquitous Westland Wessex helicopter. The book has now been re-issued with some alterations to the original edition, most noticeably the introduction of replacement colour artwork on three of the pages. Subsequent to the first edition some new information has come to light, and therefore there are also several additions and updates to the text and photo captions.

The book is laid out in the established 4+ format and covers the Westland-built Wessex variants as used by the Royal Navy and the RAF, and export derivatives including Australian and Iraqi models. The book begins with a brief but informative text plus a production list and specifications, followed by a selection of photographs including eight pages in colour. There are four pages of 1/72 drawings, along with several useful detail sketches of important aspects such as the cockpit instrument panel layout and side consoles, the main rotor head and tail rotor attachment, and the various aerials that were located on the different versions of the Wessex. Of particular use are the photographs of cockpit and fuselage interiors and close-ups of armament where relevant, some versions of the Wessex being able to pack quite a punch.

All of this is excellent detail for modellers, but enthusiasts and historians will also find much useful information in the book's well-packed pages. Overall this is an excellent publication that can be thoroughly recommended.

Malcolm V. Lowe
SAMI

Windsock Datafile 137
Blackburn Kangaroo



Windsock are really on form with this latest edition of the Datafiles, and while the subject may be far from elegant, it is certainly one packed with interest, depicting as it does one of the successful early anti-submarine types that patrolled home waters at the end of WWI. Barely twenty Kangaroos were built, and with its long slender fuselage giving it a faintly absurd appearance, its service history makes brief but fascinating reading, as does its post-war civilian use. The latter is better documented in this book, although there are plenty of good images of the machine in military use, as well as 1/72 and 1/48 drawings, which will no doubt prove of value to those many modellers who will not find a mainstream injected kit of this type any time soon.

A complete and authoritative account of an aircraft ideally suited to the Windsock format. Recommended.

GH
SAMI

BOOK

Author: Colin A. Owers
Publisher: Albatros Productions Ltd.
Format: Softback, 32pp

Fokker S.14 Machtrainer

This book is the result of almost three years of intensive research and is the final reference work on the genesis, development, limited production and final failure on the international market of this jet trainer. In fact, the S.14 was the first jet trainer specially designed for this purpose - all other earlier designs being no more than two-seat versions of operational jet fighters.

The various chapters include details on all Fokker S-trainer types, including the projects that were never built, early development and mock-up construction of the final S.14 with many unpublished details on the various design studies preceding the S.14 and early flight-testing of the S.14, prototype and developments on the international market. Particularly interesting is the section on the operational career of the Derwent-powered S.14 at the Koninklijke Luchtmacht. This includes a separate short chapter written by an ex-pilot who flew almost a thousand hours on the type.

Main text is in Dutch with a very extensive multi-page summary in English. Captions and appendices are bilingual in Dutch/English.

Simultaneously with the book, Geromy have released a 1/48 resin kit of the production Derwent-powered model. Only 150 kits were made, so if you want to buy one you'll have to hurry!

Both kit and book are available from the Geromy website at www.geromybv.nl

Jack Trent
SAMI

BOOK

Author: Nico Braas and Willem Vredeling
Publisher: Geromy
ISBN: 978 90 804981 5 0
Format: Hardback 200pp

Windsock Worldwide Vol. 25, No. 5

This latest edition of Windsock includes interviews with the faces behind the new Wingnut 1/32 releases, a reproduction Spad XIII, plans for the Albatros G.III and KuK Phoenix D.III as well as all the usual regular features and reviews.

Jack Trent
SAMI

BOOK

Publisher: Albatros Productions Ltd.
Format: Softback, 32pp

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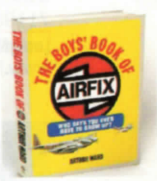

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EVENTS

JANUARY

Sunday 10th
IPMS Bolton Model Bonanza
will take place at St. Josephs RC High School, Chorley New Road, Horwich, BL6 6HW. Competition theme is 'Revell'. Junior competition sponsored by MDC. The club are celebrating their 10th anniversary. Thanks for the cakes chaps! The chocolate was nice, but the lemon had the edge...
Contact David Swift 01204 695375 or Email ipms.bolton@btopenworld.com

FEBRUARY

Sunday 21st
Huddersfield 2010
organised by IPMS Wakefield & District will be held at the Huddersfield Sports Centre, Southgate, Huddersfield, HD1 1TW. 10.00am to 5.00pm. Tel. Alan Paul 07811 358355 or Andrew Scolefield 07966 400213
Email: huddersfieldshow@ukonline.co.uk

Sat 27th – Sun 28th
IPMS Norway`s Nationals
take place at Letohallen near Gardermoen International Airport. For more information see: www.ipmsnorge.org/portal/ Questions regarding the show can be sent to: post@ipmsnorge.org

MARCH

Sat 6th
Flanders Modelling Festival 2010
will be held at Don Bosco Technical Institute, Salesianenlaan 1, B-2660 Hoboken (Antwerp). Admission is free. For details please contact Eddy Marivoet, Zwanebloemlaan 10, B-2900 Schoten, Belgium, Tel: +32(0)495/292.014 (before 8 pm), e-mail: eddy.marivoet@base.be
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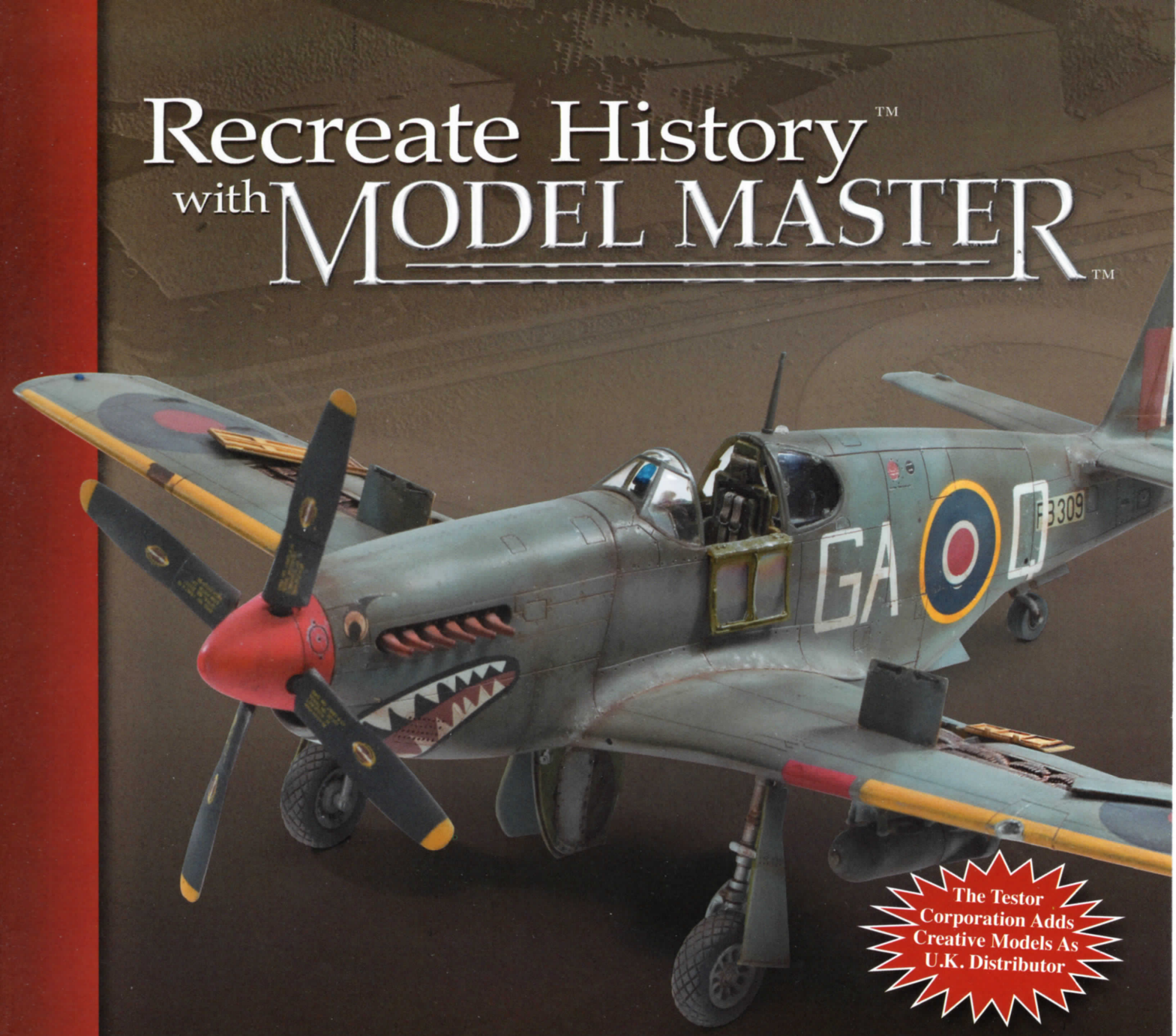

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Photo: Brian Plescia

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